EAST LOS ANGELES, CALIFORNIA

Third Street Corridor TOD Specific Plan

October 24, 2009

INTERNAL WORKSHOP PREP SESSIONS 1 & 2 CATALOG

PREPARED FOR THE DEPARTMENT OF REGIONAL PLANNING
COUNTY OF LOS ANGELES

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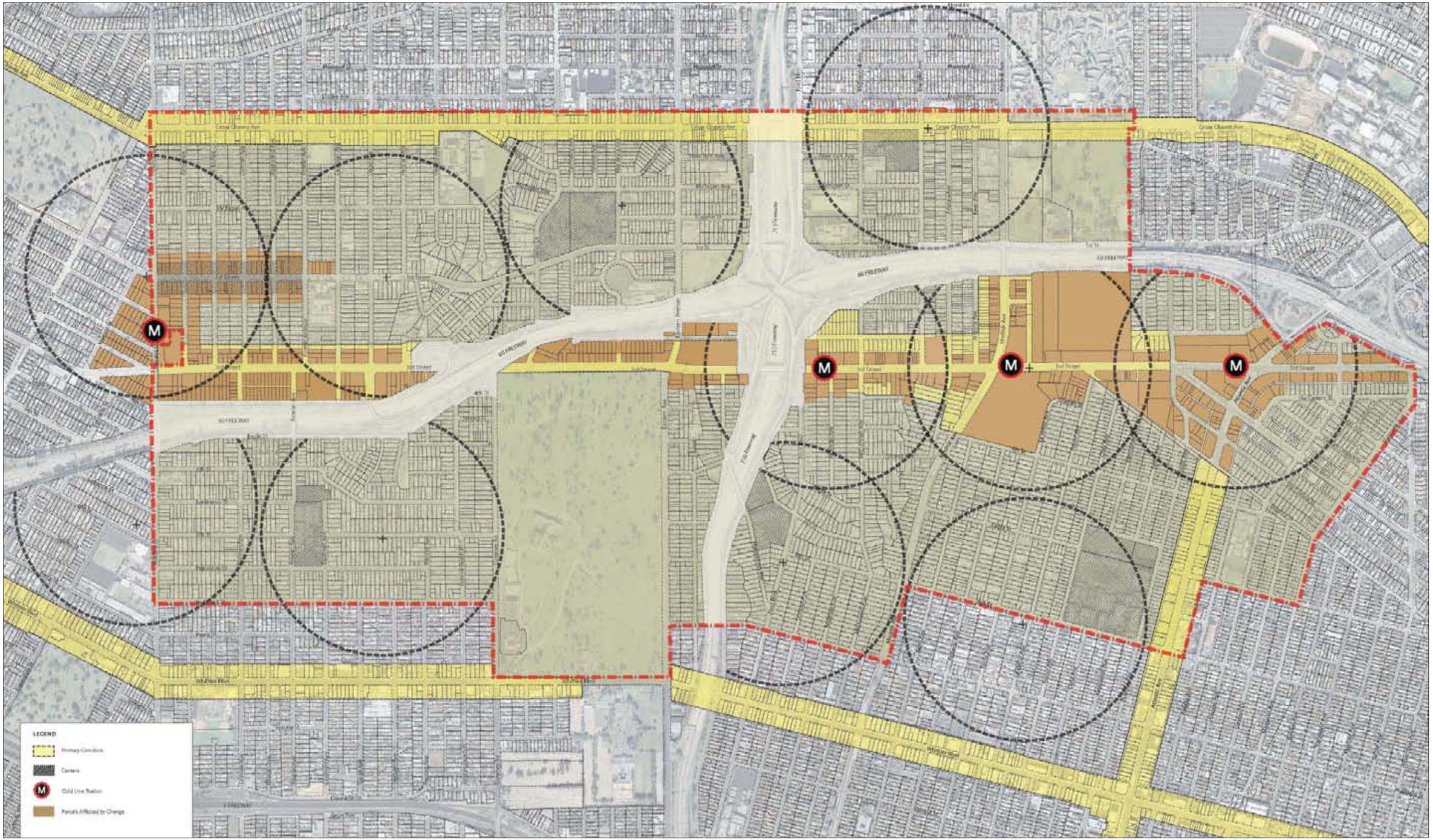
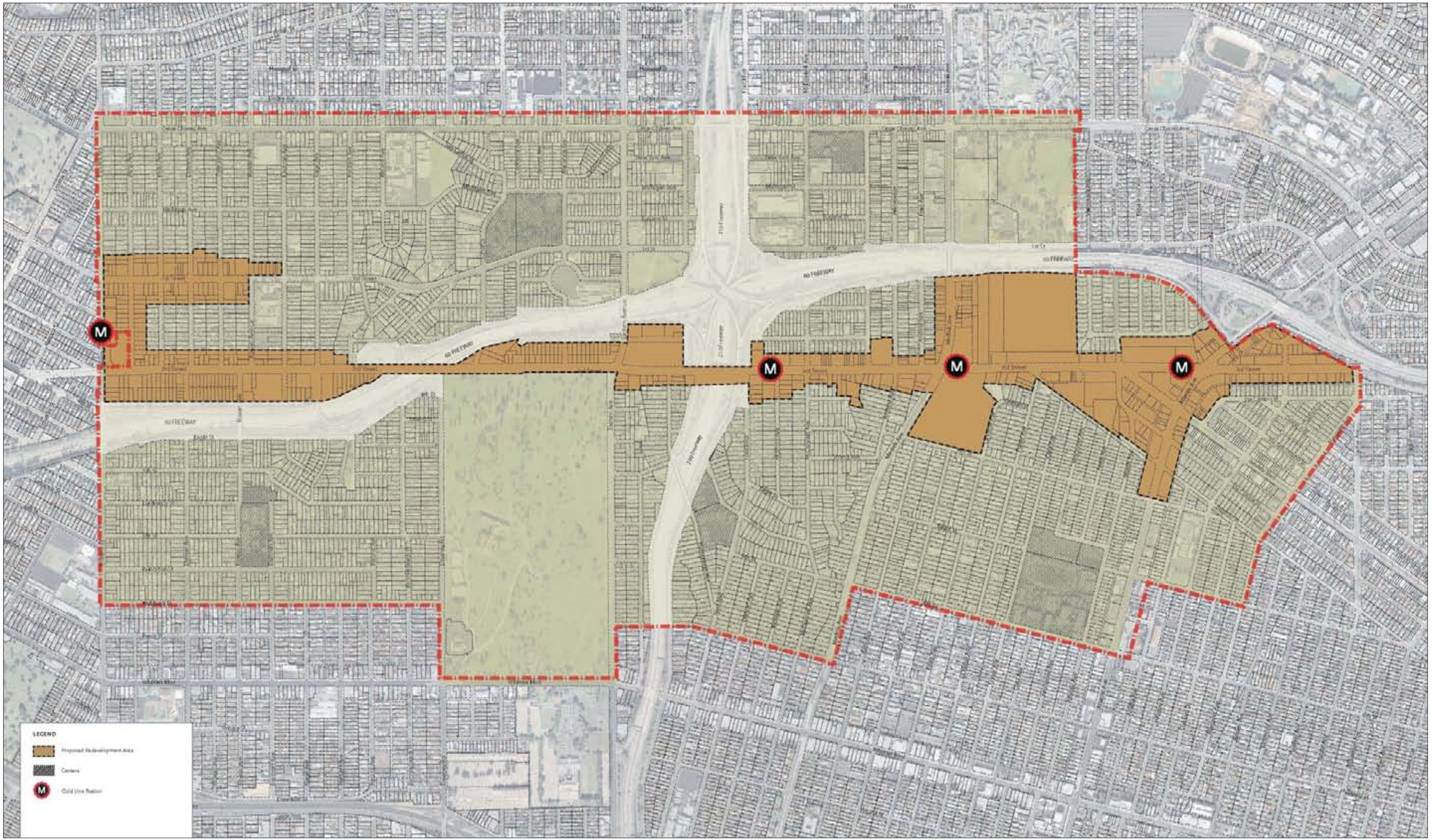
TABLE OF CONTENTS

THE VISION





N

0 500 1000 2000
feet

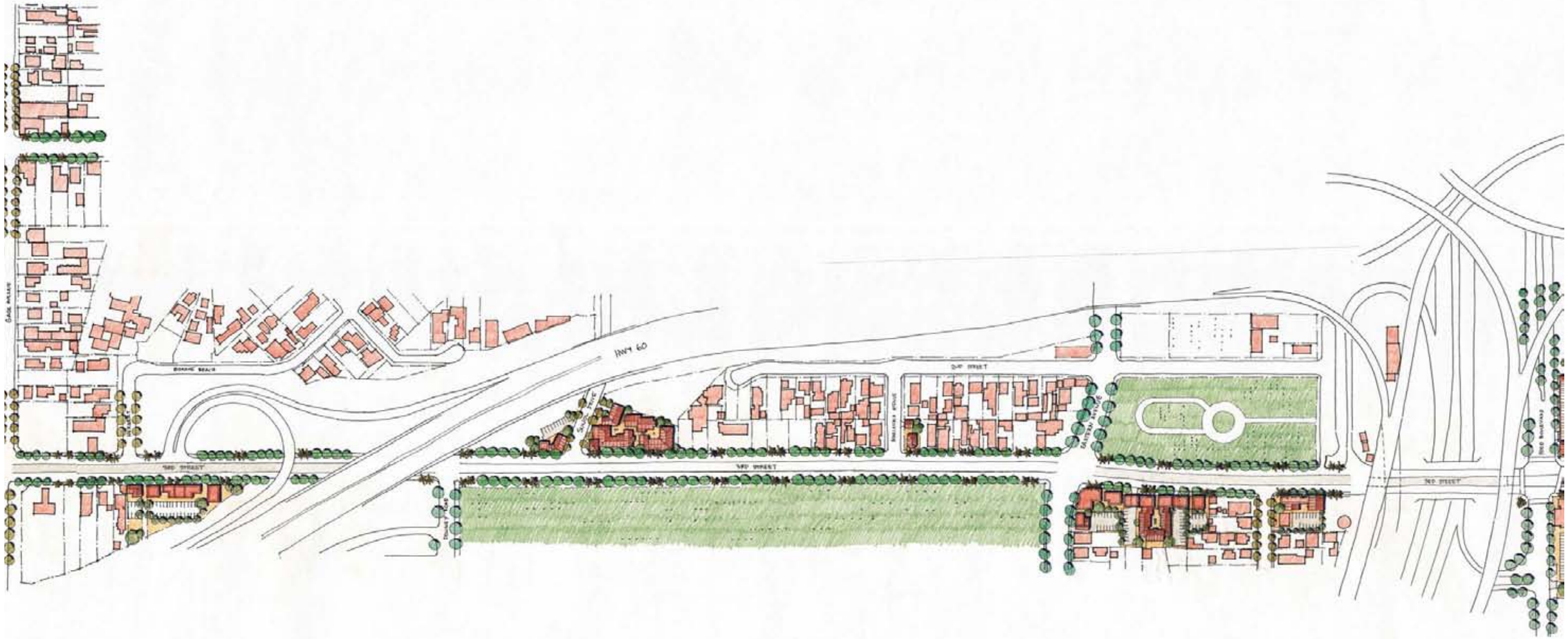
PROPOSED 3RD STREET REDEVELOPMENT AREA

Mixed-Use, Retail & Commercial Infill Buildings on 1st Street, 3rd Street and Indiana Station

N

0 150 300 600
feet

ILLUSTRATIVE PLAN - 3RD ST
WEST OF THE 710 FWY

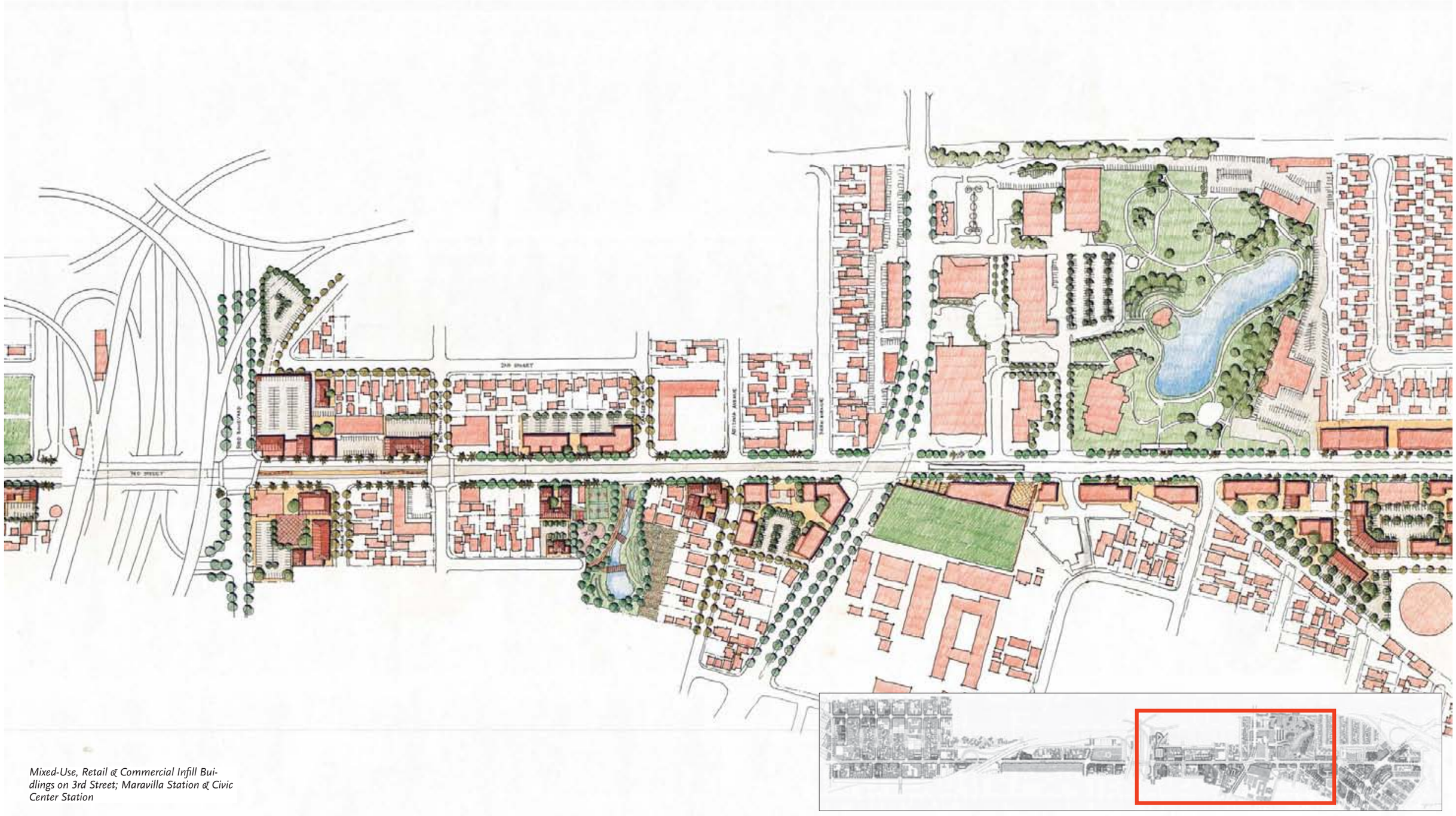


Mixed-Use, Retail & Commercial Infill Buildings on 3rd Street

N

0 150 300 600
feet

ILLUSTRATIVE PLAN - 3RD ST
WEST OF THE 710 FWY



Mixed-Use, Retail & Commercial Infill Buildings on 3rd Street; Maravilla Station & Civic Center Station

N

0 150 300 600
feet

ILLUSTRATIVE PLAN - 3RD ST
EAST OF THE 710 FWY

PARKING GARAGE WITH LINER
AT MARAVILLA STATION

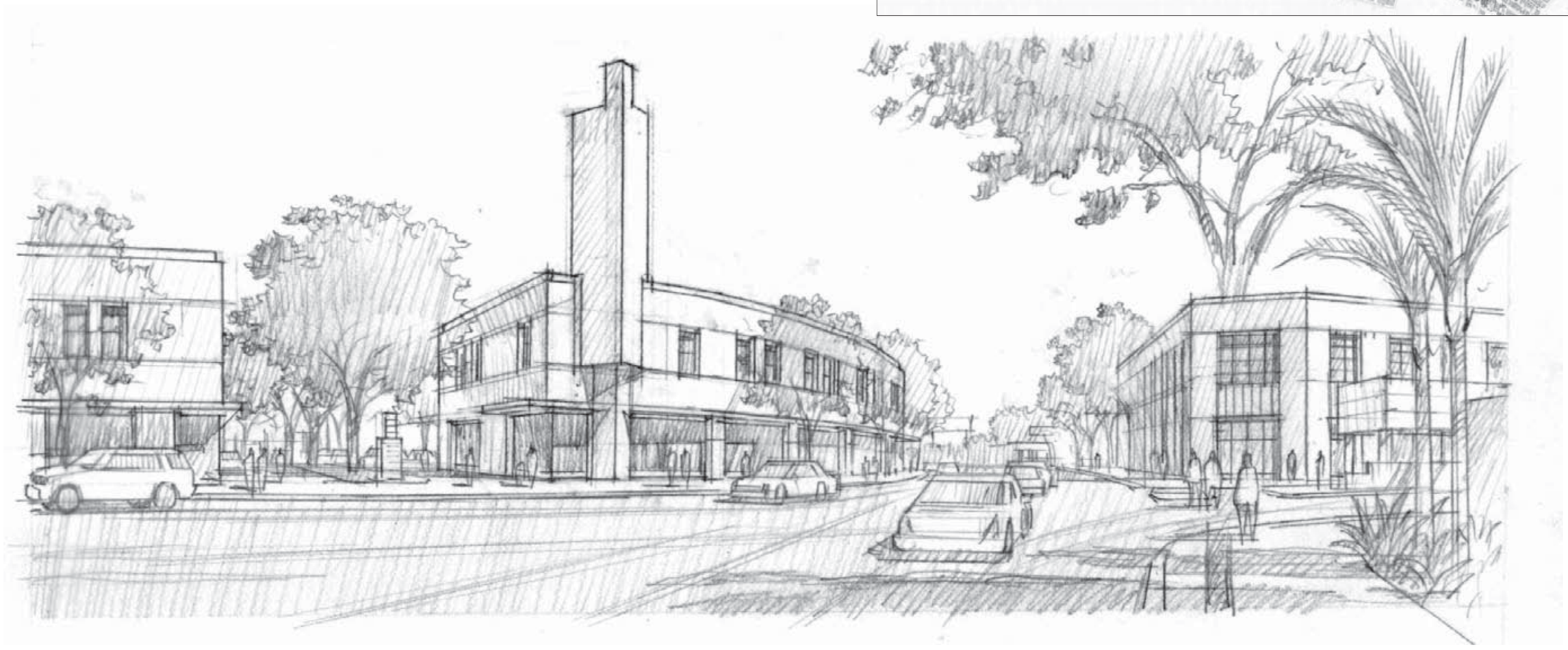
Mixed-Use, Retail & Commercial Infill Buidlings on 3rd Street & Atlantic Boulevard; Atlantic Station

N

0 150 300 600

feet

ILLUSTRATIVE PLAN - 3RD ST
EAST OF THE 710 FWY



MIXED-USE BUILDING AT ATLANTIC BOULEVARD AND 3RD STREET

Aerial View of Site

Proposed Illustrative Plan

Key to Specific Plan Area

Proposed Massing

N

0 60 120 240
feet

MIXED-USE INFILL BUILDING ON
CESAR CHAVEZ AVENUE WEST

Aerial View of Site

Proposed Illustrative Plan

Key to Specific Plan Area

Proposed Massing

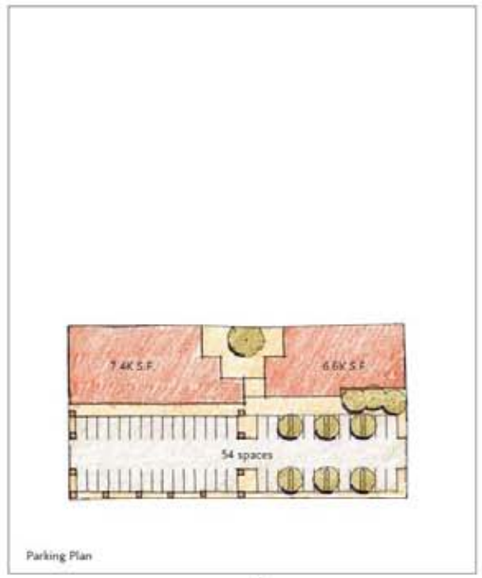
N

0 60 120 240
feet

MIXED-USE INFILL BUILDING ON
CESAR CHAVEZ AVENUE EAST

Aerial View of Site

Proposed Illustrative Plan



Key to Specific Plan Area

Proposed Massing

N

0 60 120 240
feet

Aerial View of Site

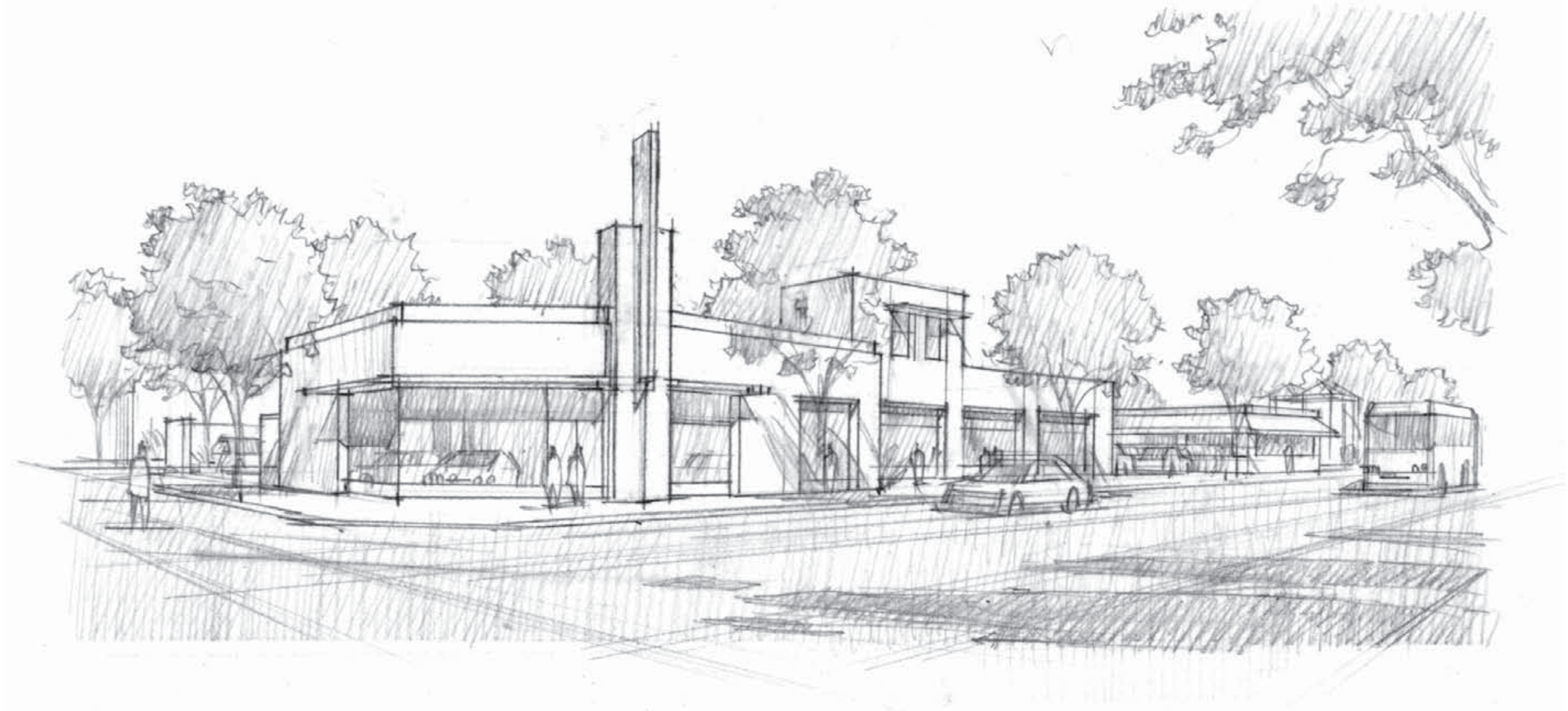
Proposed Illustrative Plan

Key to Specific Plan Area

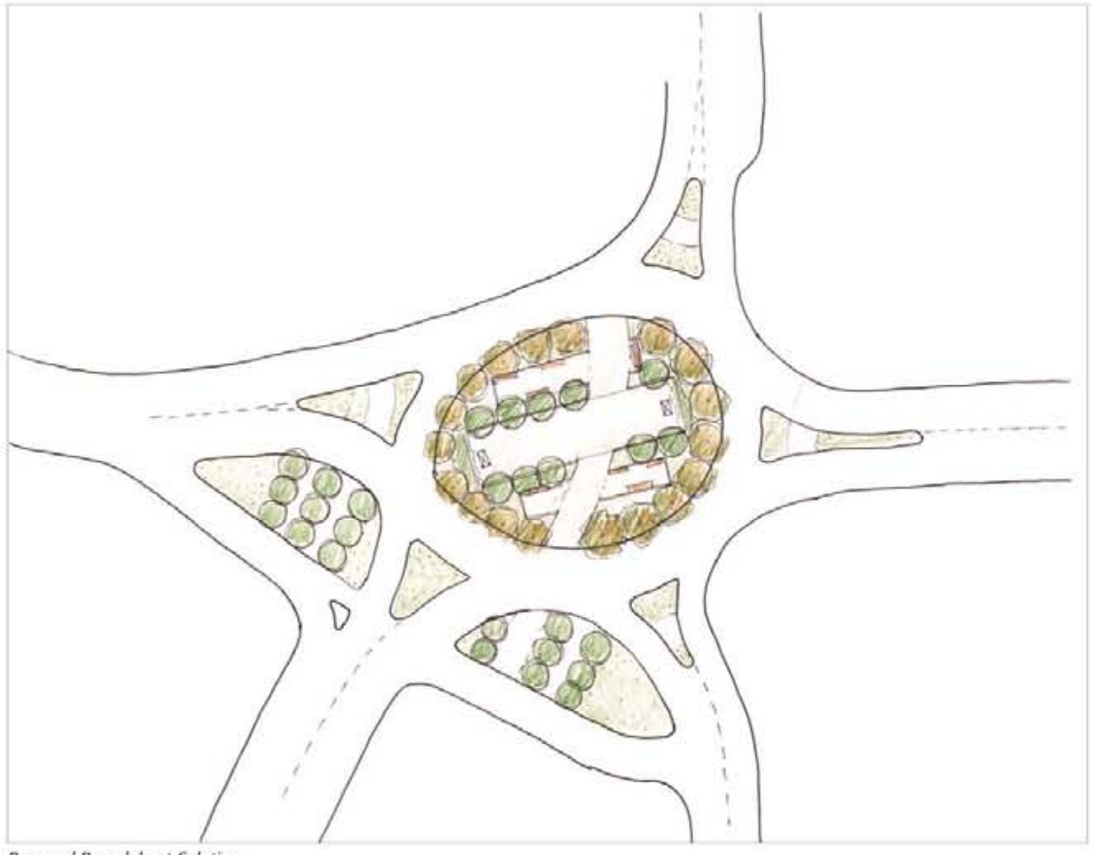
Proposed Massing

N

0 60 120 240
feet



COMMERCIAL BUILDING ON
ATLANTIC BOULEVARD

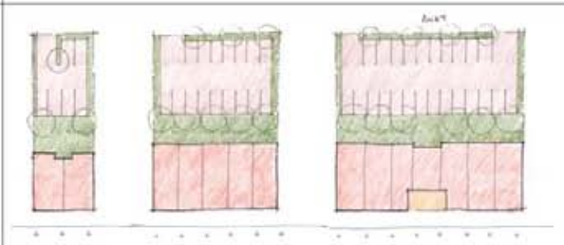
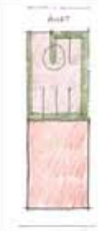
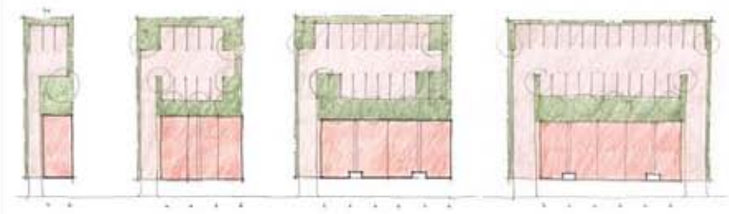
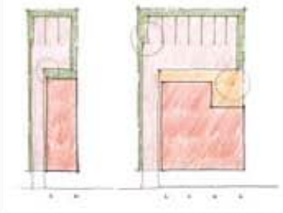


Proposed Roundabout Solution

Proposed Road Realignment Solution

N

0 40 80 160
feet

LOT CONFIGURATIONS									
TYPICAL LOT SIZE	# OF STORIES	BUILDING TYPES							
		ROWHOUSE	FLEX BLOCK				COURTYARD HOUSING		
		# OF LOTS							
		2	1	2	3	4	3	4	
53' X 140' (Indiana Ave. to Rowan Ave.)	2								
	1								
40' X 125' (Rowan Ave. to Mednik Ave.)	2								
	1								

PUBLIC REALM, TRAFFIC & TRANSPORTATION

East Los Angeles Population: 140,000
(July 2008)
East Los Angeles Park Acreage: 68 acres

Existing Park Space in East Los Angeles:
.48 acres per 1000 residents

National average for park space:
6.1 acres per 1000 residents
(The Trust for Public Land)

EAST LOS ANGELES
Unincorporated Area
Los Angeles County,
California, United States.

LEGEND

- ELA TOD BOUNDARY LINE
- METRO GOLD LINE & STOPS
- METRO BLUE LINE & STOPS
- METROLINK
- EL SOL SHUTTLE: WHITTIER/SAYBROOK
- EL SOL SHUTTLE: UNION PACIFIC/SALAZAR PARK
- EL SOL SHUTTLE: CITY TERRACE/ELAC
- PRIMARY CONNECTORS
- NEIGHBORHOOD CONNECTOR
- EXISTING BIKE PATHS
- OPEN SPACE

N

0 2500 5000 10000
feet

Locations of existing traffic volumes and the required number of lanes. This is used to determine if any thoroughfares are over-built and identifies where improvements to the thoroughfares within the project area can be established. Traffic volumes are one of several metrics used for the design effort and includes other conditions like urban context, non-vehicular activity, pedestrian patterns and densities, climate, location of commercial, recreational, retail and civic destinations.

LEGEND:

- 865 Am | 710 Am / 829 Pm | 1267 Pm — Traffic counts for peak hour in Am and Pm
- Minimum lane assembly needed based on traffic counts (not existing condition)
- Primary artery — Used for regional and local access with significant pedestrian activity
- Primary multi-modal artery — Used for regional and local access with significant pedestrian activity.
- Main street-neighborhood connector — Primarily local access with significant pedestrian activity.
- Neighborhood connector — Mixed traffic and pedestrian importance.
- Other primary network links — Exist primary thoroughfares.

N

0 400 800 1600

feet

TRANSPORTATION PLAN
WEST OF THE 710 FWY

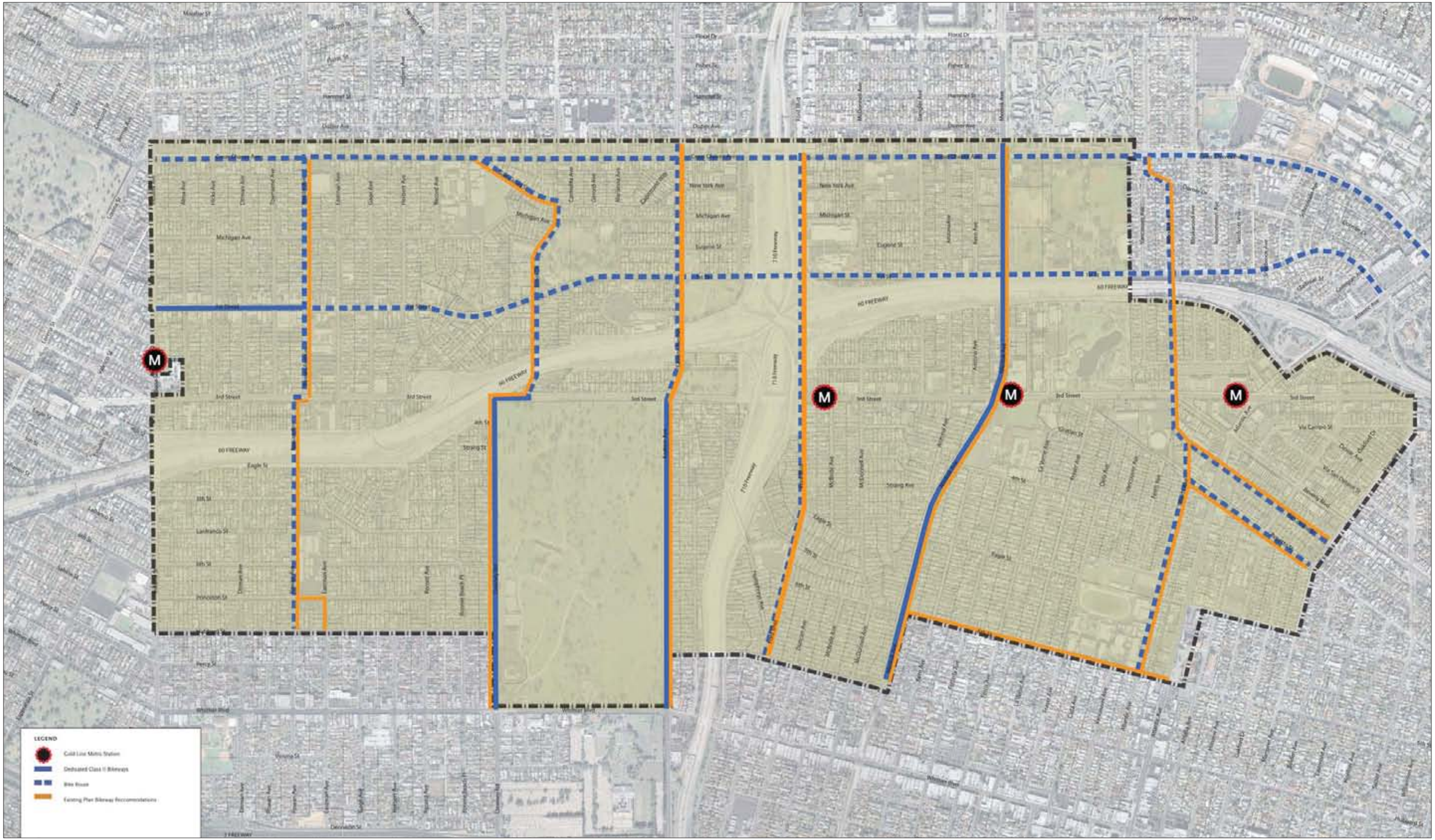
Locations of existing traffic volumes and the required number of lanes. This is used to determine if any thoroughfares are over-built and identifies where improvements to the thoroughfares within the project area can be established. Traffic volumes are one of several metrics used for the design effort and includes other conditions like urban context, non-vehicular activity, pedestrian patterns and densities, climate, location of commercial, recreational, retail and civic destinations.

LEGEND:

- 865 Am / 829 Pm | 710 Am / 1207 Pm — Traffic counts for peak hour in Am and Pm
- Minimum lane assembly needed based on traffic counts (not existing condition)
- Primary artery — Used for regional and local access with significant pedestrian activity
- Primary multi-modal artery — Used for regional and local access with significant pedestrian activity
- Main street neighborhood connector — Primarily local access with significant pedestrian activity
- Neighborhood connector — Mixed traffic and pedestrian importance
- Other primary network links — Exist primary thoroughfares

N

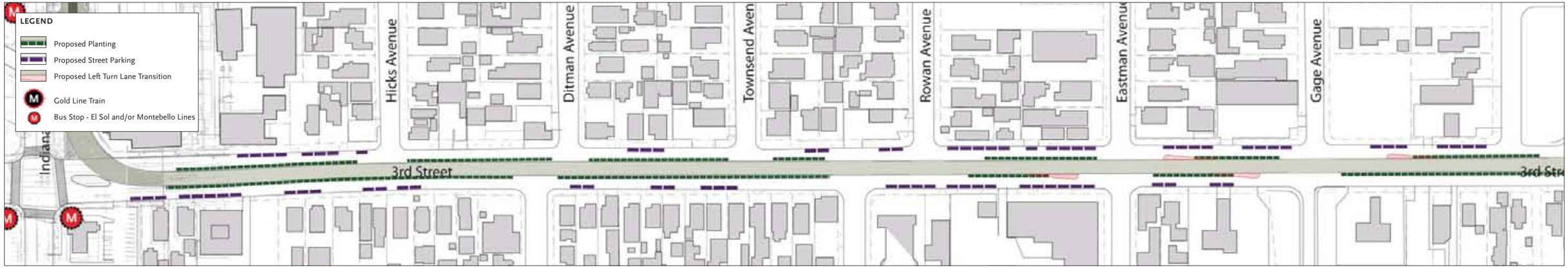
0 400 800 1600
feet



N

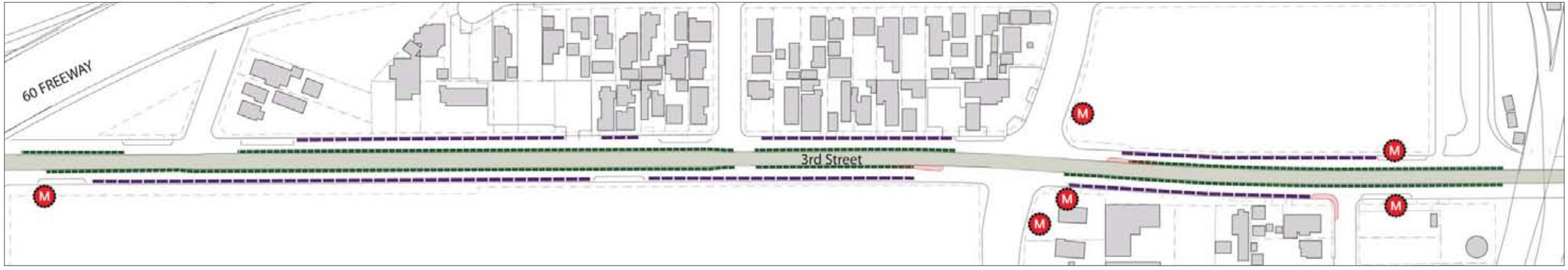
0 500 1000 2000
feet

PROPOSED BICYCLE ROUTE NETWORK



Indiana Street to Gage Avenue

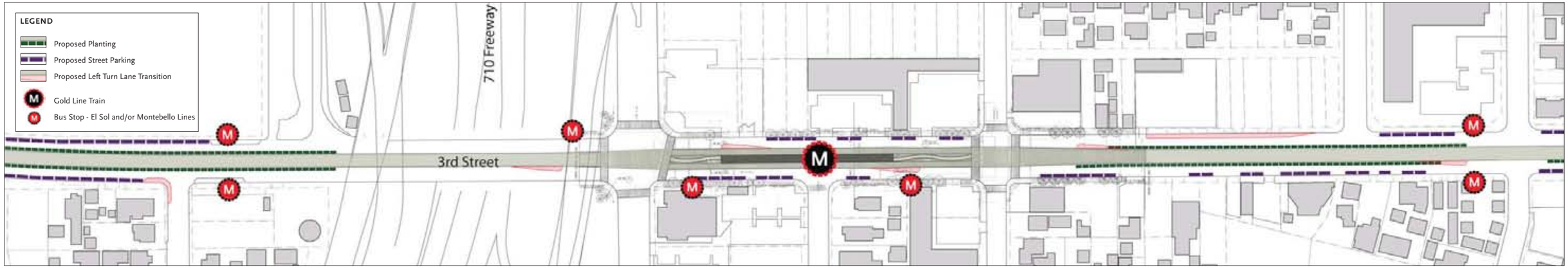
Gage Avenue to Marianna Avenue



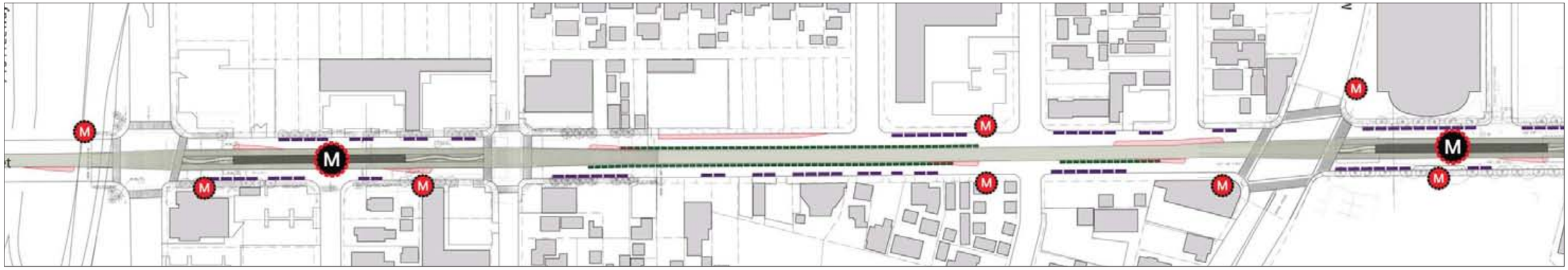
Marianna Avenue to the 710 Fwy

N

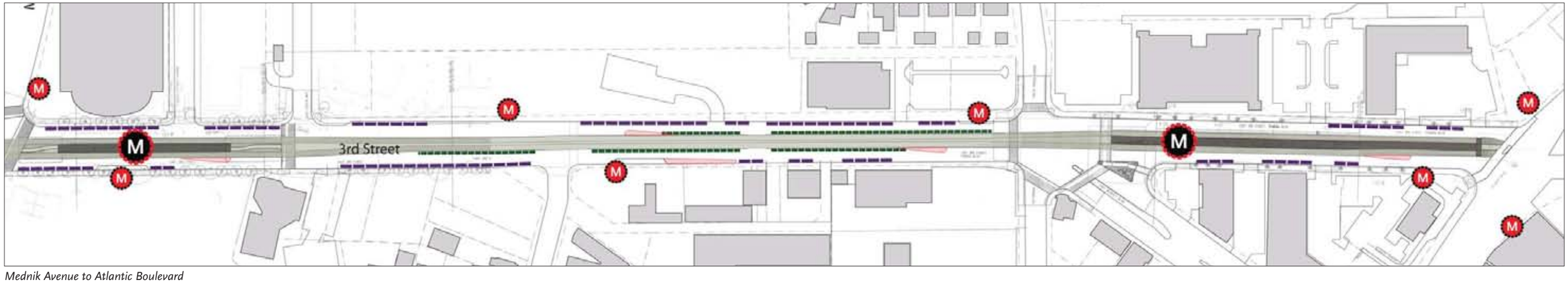
0 90 180 360
feet



The 710 Fwy to Arizona Avenue



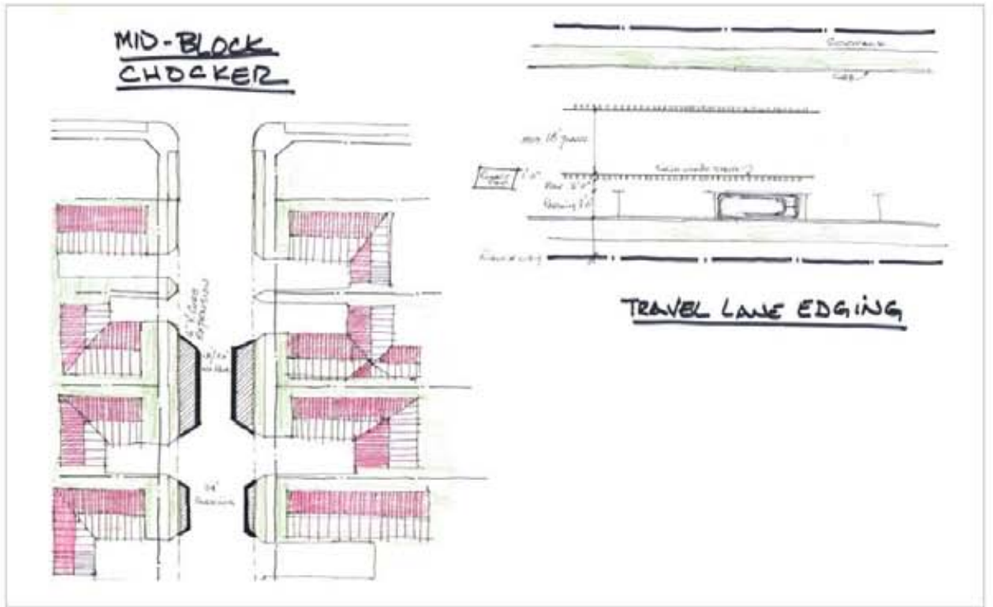
Ford Boulevard to Mednik Avenue



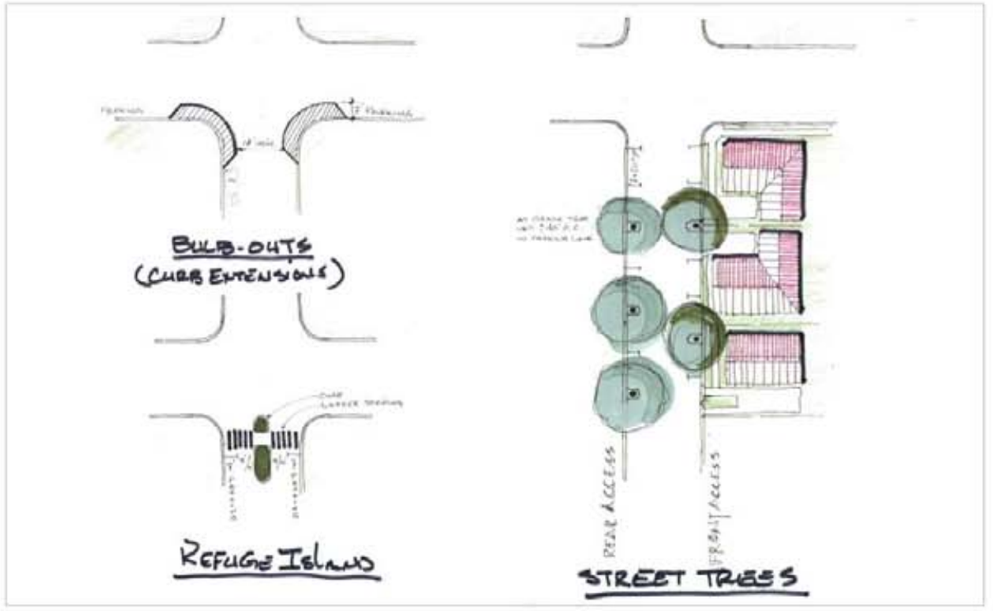
Mednik Avenue to Atlantic Boulevard

N

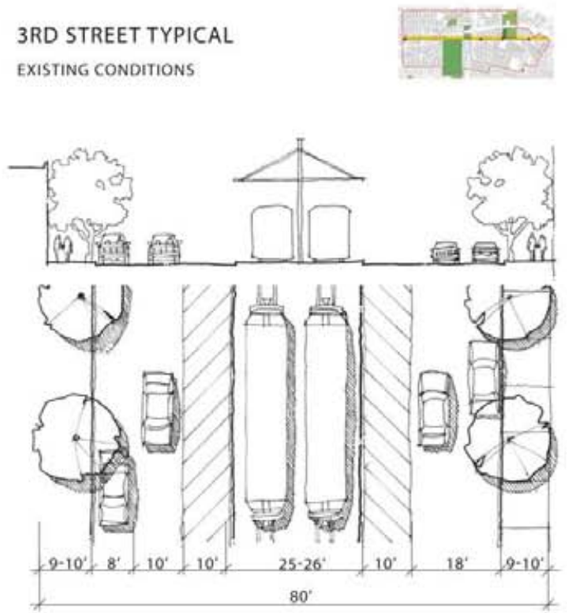
0 90 180 360
feet



typical residential street traffic calming and pedestrian safety details



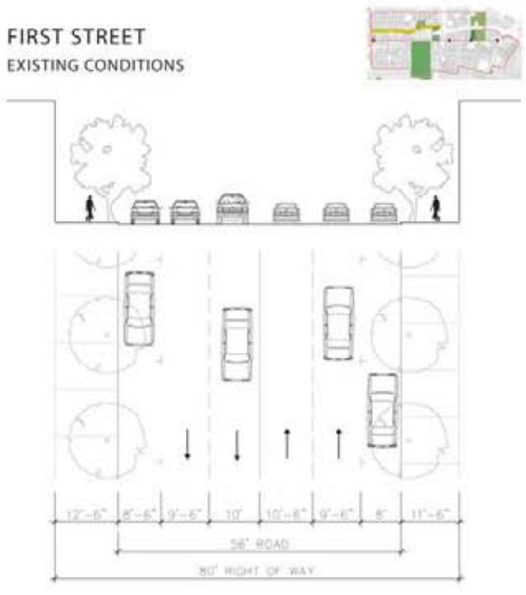
Existing and proposed street sections show how each street and street type can be improved and made more pedestrian friendlly.

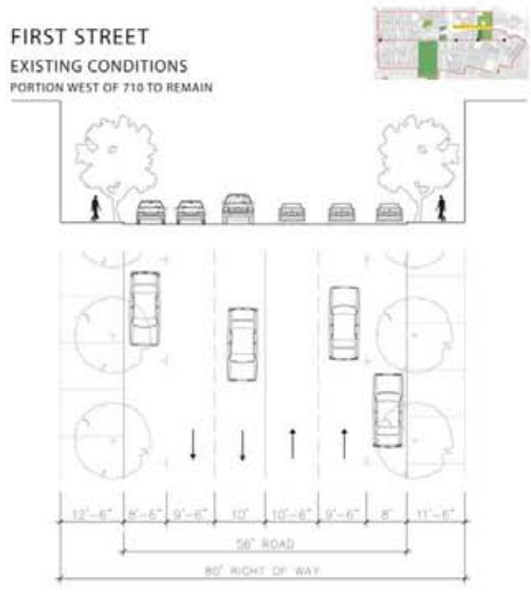


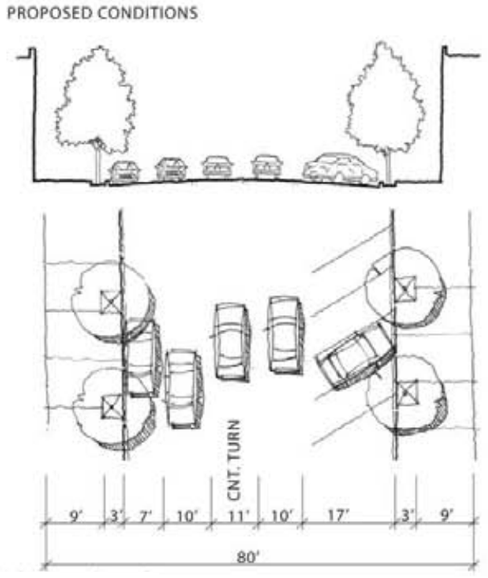
N

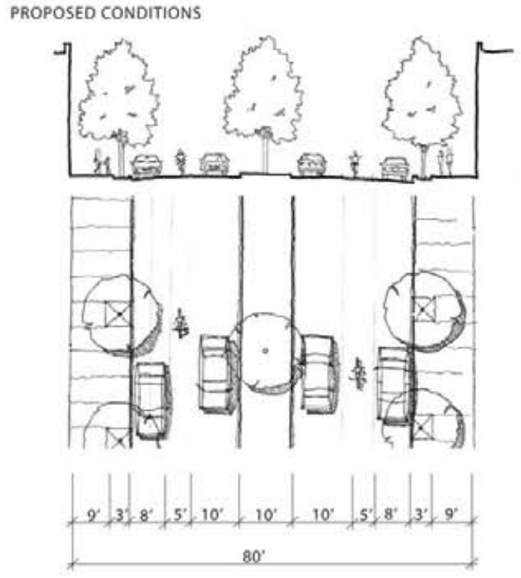
0 15 30 60
feet

Existing and proposed street sections show how each street and street type can be improved and made more pedestrian friendlly.









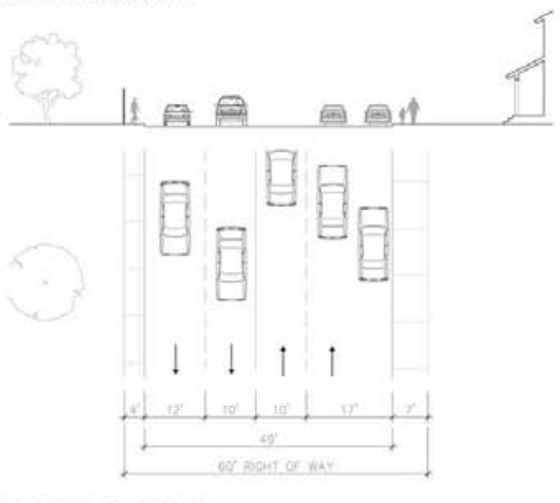
N

0 15 30 60
feet

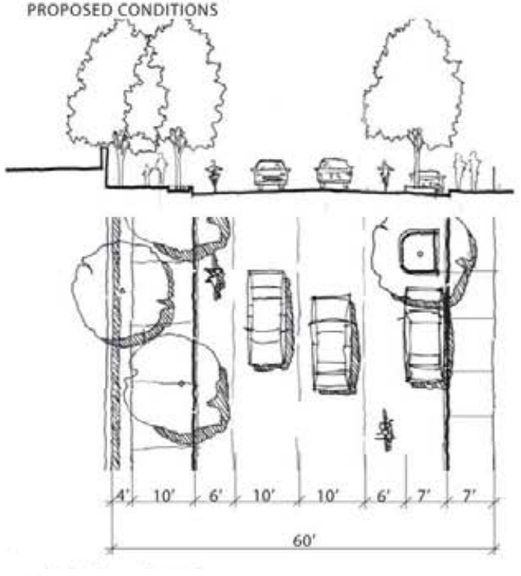
Existing and proposed street sections show how each street and street type can be improved and made more pedestrian friendlly.

DOWNEY STREET (LOOKING SOUTH)
OPTION A

EXISTING CONDITIONS

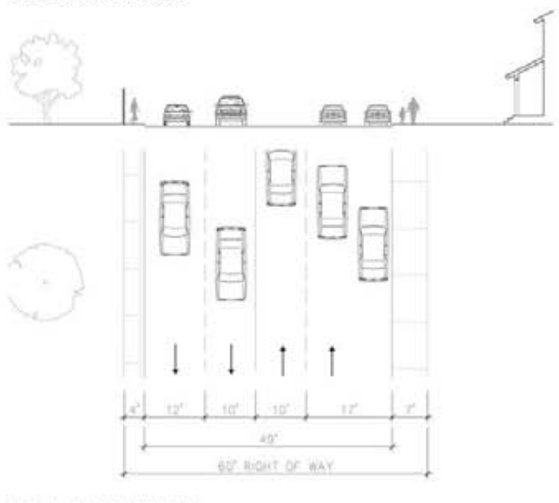


PROPOSED CONDITIONS

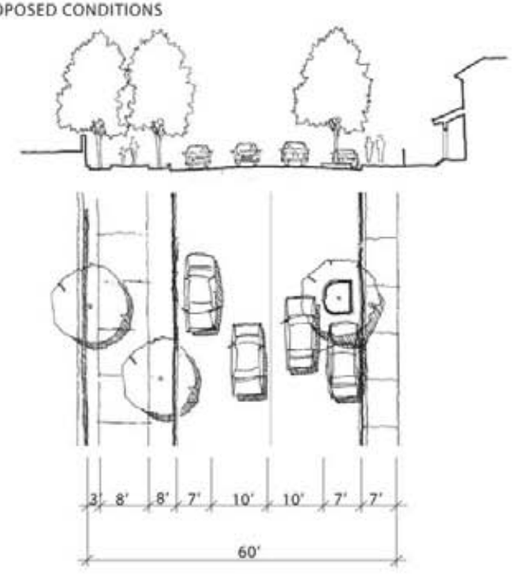


DOWNEY STREET (LOOKING SOUTH)
OPTION B

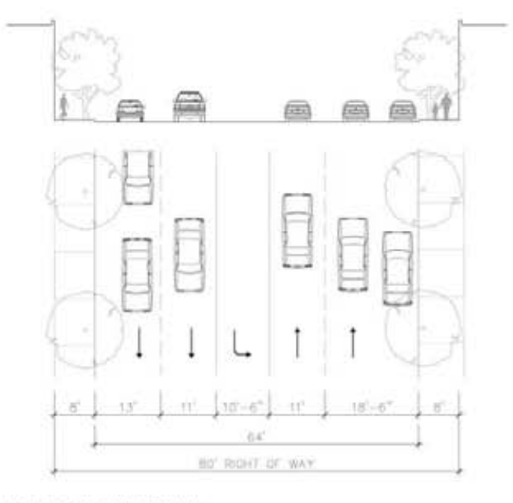
EXISTING CONDITIONS



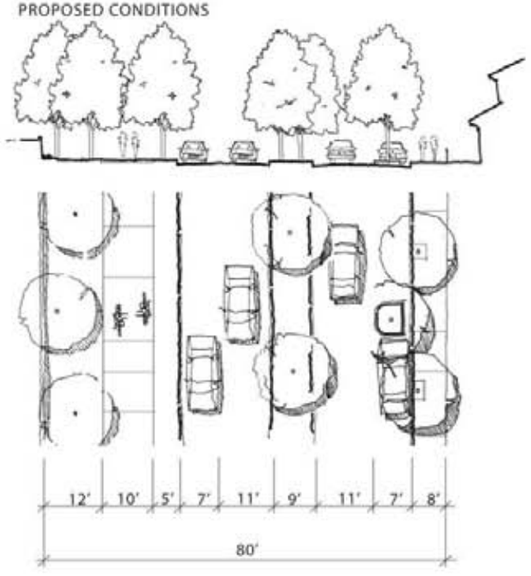
PROPOSED CONDITIONS



EASTERN AVENUE
EXISTING CONDITIONS



PROPOSED CONDITIONS



N

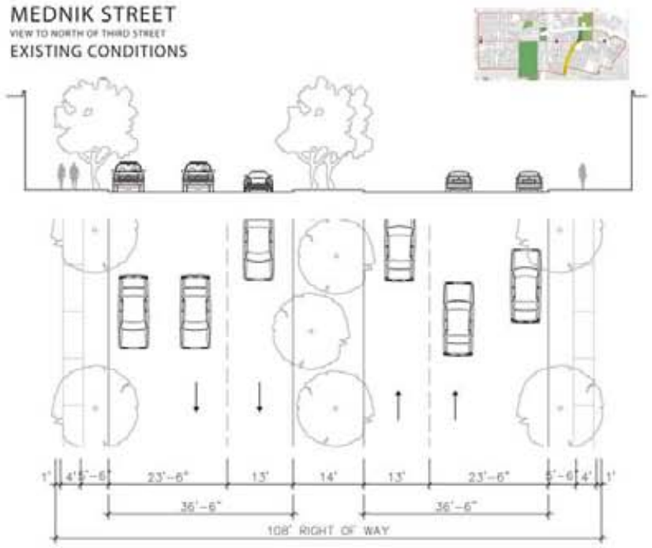
0 15 30 60
feet

Existing and proposed street sections show how each street and street type can be improved and made more pedestrian friendlly.

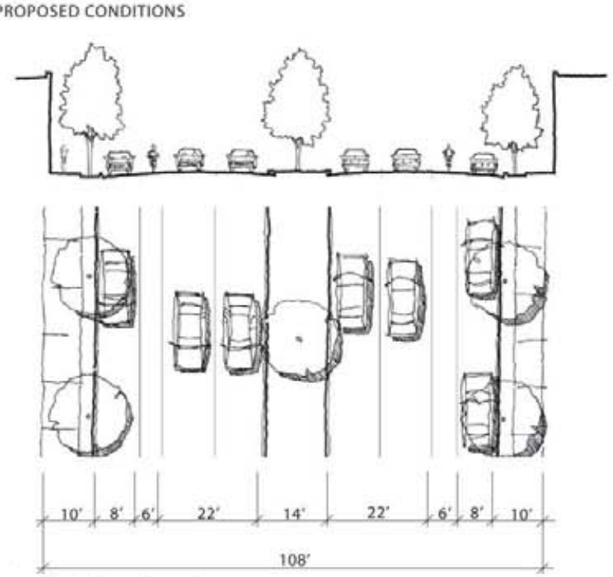
MEDNIK STREET

VIEW TO NORTH OF THIRD STREET

EXISTING CONDITIONS



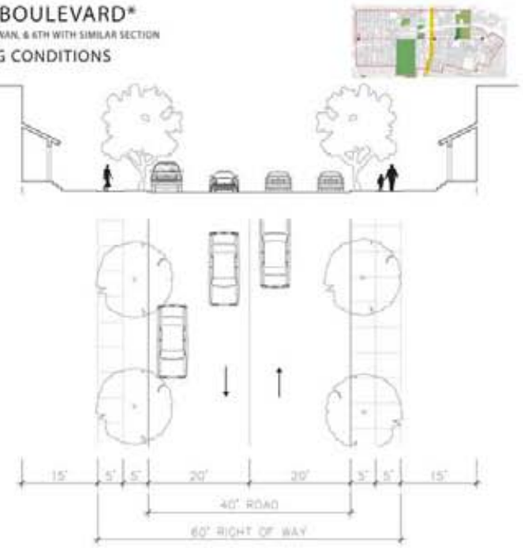
PROPOSED CONDITIONS



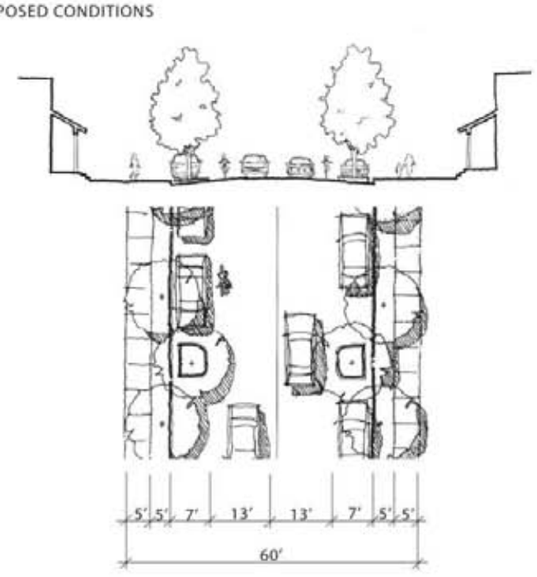
FORD BOULEVARD*

LA VERNE, ROWAN, & 6TH WITH SIMILAR SECTION

EXISTING CONDITIONS



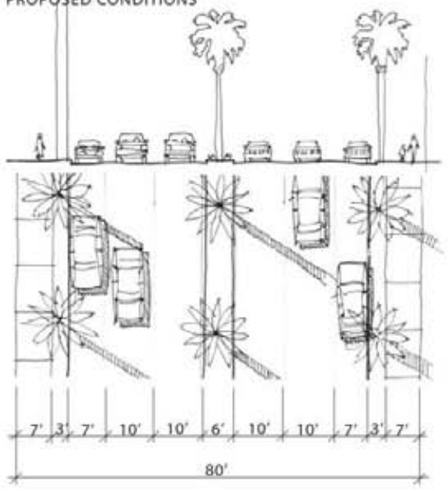
PROPOSED CONDITIONS



CEASAR CHAVEZ AVENUE

EXISTING CONDITIONS

PROPOSED CONDITIONS



N

0 15 30 60

feet

By creating a more bicycle and pedestrian friendly environment, the streets of ELA can be transformed.

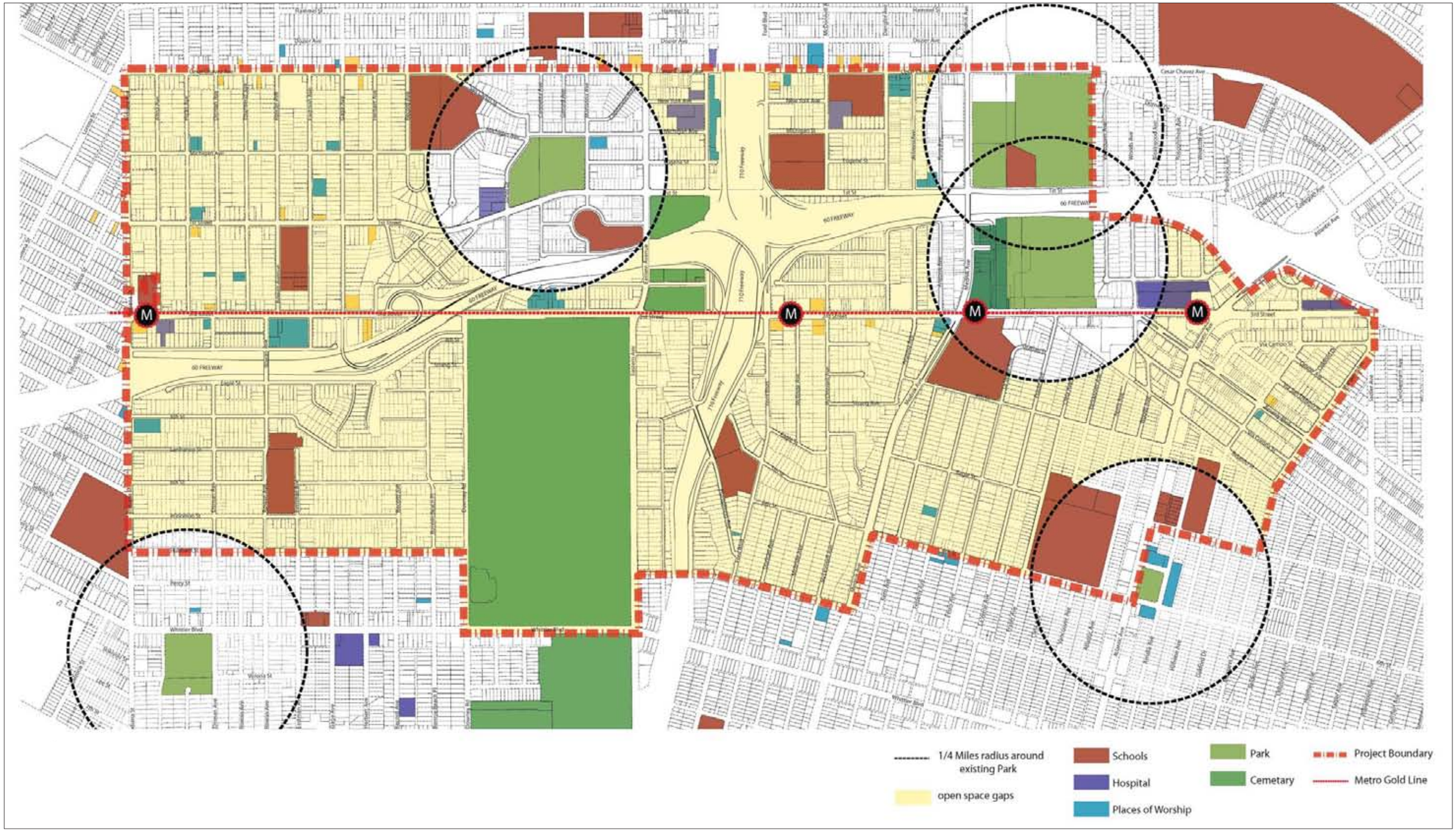
By creating a more bicycle and pedestrian friendly environment, the streets of ELA can be transformed.

PROPOSED CONDITIONS
1ST STREET EAST OF TOWNSEND AVENUE

By creating a more bicycle and pedestrian friendly environment, the streets of ELA can be transformed.

By creating a more bicycle and pedestrian friendly environment, the streets of ELA can be transformed.

PROPOSED GREEN ENHANCED STREETS



N

0 500 1000 2000
feet

EXISTING OPEN SPACES AND GAPS

POTENTIAL OPEN SPACES AND GAPS

Principles of sustainable development should be implemented to promote a healthy balance between human needs and environmental health.

WATER

STORMWATER REMEDIATION

BIOSWALE

BIOREMEDIATION

SMART IRRIGATION

STREAM DAYLIGHTING

ENERGY

SITE LIGHTING

SOLAR SYSTEM

IRRIGATIONS CONTROLS

PLANTING STRATEGIES TO REDUCE CONSUMPTION

MATERIALS

PERMABLE PAVING

RECYCLED MATERIALS

DURABLE AND SUSTAINABLE

NATURE & PLANTS

NATIVE AND DROUGHT TOLERANT

IMPROVE OR PRESERVE BIODIVERSITY

WILDLIFE CORRIDOR

AIR QUALITY IMPROVEMENT

CONFORT AND INTEREST

FOOD PRODUCTION

PEOPLE

EXERCISE

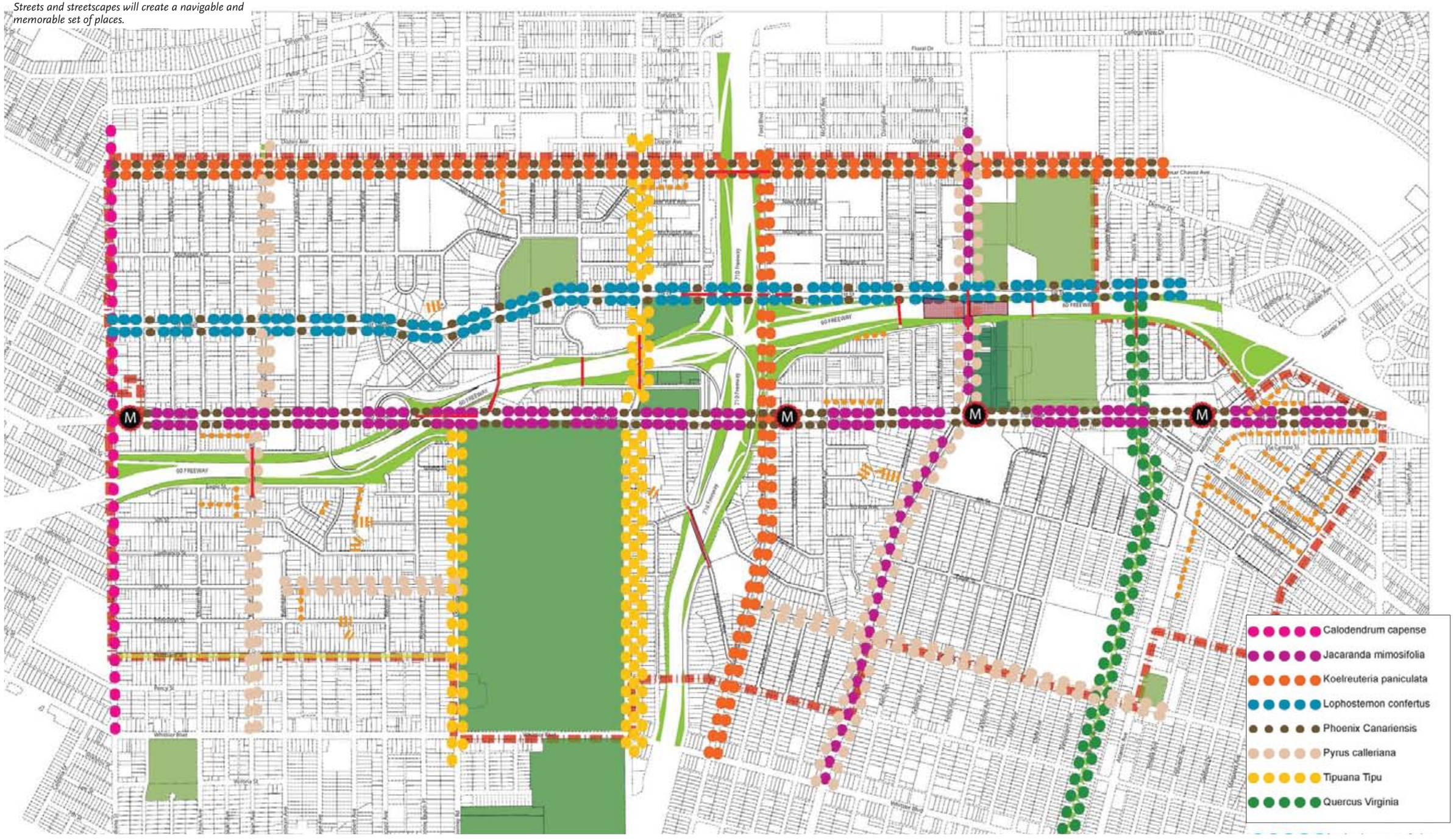
EDUCATION

SOCIALIZE

CONNECT

NUTRITION

Streets and streetscapes will create a navigable and memorable set of places.



Streetscapes will be varied and interesting to reinforce the urban design.

Deciduous
Height : 25-40 feet
Canopy : 15-30 feet
Blooming : mid to late spring
Water : moderate

Jacaranda mimosifolia
Jacaranda TREE

Palm
Height : 60 feet
Crown : 30 feet
yellow blooming
Water : regular

Phoenix canariensis
Canary Island Date Palm TREE

Deciduous
Height : 25-40 feet
Crown : 25-40 feet
late spring-summer blooming
Water : regular

Calodendrum capense
Cape Chestnut TREE

Semievergreen
Height : 40-60 feet
Canopy : 50-70 feet
Water : regular

Koelreuteria paniculata
Goldenrain Tree TREE

Deciduous
Height : 50 feet
Canopy : 30 feet
Blooming : late winter/early spring
Water : moderate

Pyrus calleryana 'Bradford'
Callery Pear 'Bradford' TREE

Evergreen
Height : 50-65 feet
Canopy : 25 feet
Blooming : summer
Water : little to regular

Lophostemon confertus
Brisbane box TREE

Semievergreen or Deciduous
Height : 25-40 feet
Canopy : 30-60 feet
Blooming : late spring / early summer
Water : regular

Tipuana tipu
Tipu tree TREE

Evergreen
Height : 40-80 feet
Canopy : 60-100 feet
Water : little to moderate

Quercus virginiana
Southern Live Oak TREE

An urban forest helps to achieve sustainability objectives including contributions to air and water quality, creation of shade to reduce ambient heat produced by paved surfaces, and provision of habitat for urban wildlife.

Well distributed green areas will allow residents to enjoy close proximity to parks and open space

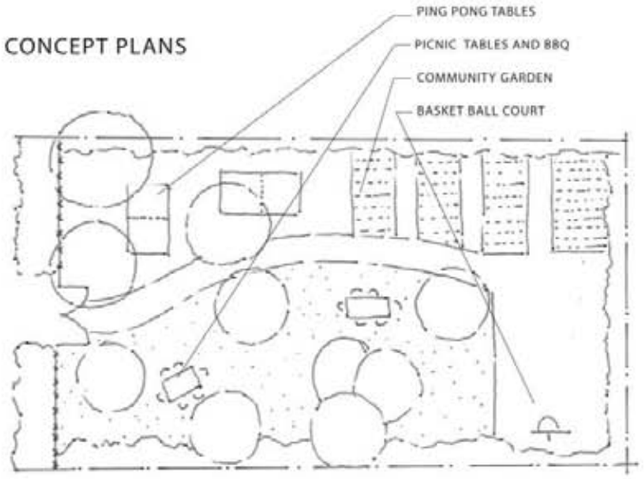
N

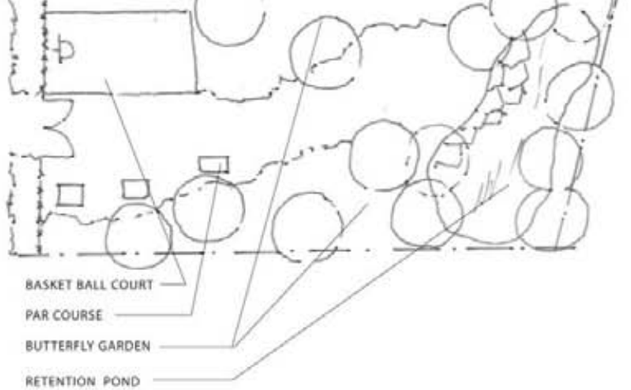
0 500 1000 2000
feet

1 - VACANT LOT & DEAD END STREET - POCKET PARKS

EXISTING CONDITIONS

CONCEPT PLANS





RECOMMENDATIONS

POTENTIAL PROGRAMS TO EXPLORE

COMMUNITY GARDENS
STORMWATER MANAGEMENT/TREATMENT
ACTIVE RECREATION
GATEWAY
SOCIALIZATION
WILDLIFE CORRIDOR
NATIVE PLANTINGS
PASSIVE USES
HABITAT RESTAURATION

MANAGEMENT/MAINTENANCE OPTIONS

PARKS DEPARTEMENT
NON-PROFIT
NEIGHBORHOOD ASSOCIATION

PICNIC TABLES AND BBQ

PING PONG TABLES

ECOSYSTEM

PRODUCTIVE LANDSCAPE

GAMES

ACTIVE RECREATION

SAFE AND ATTRACTIVE GATE

STORMWATER TREATMENT

The community's open spaces and landscaped areas can be broken down into open space typologies

2 - SUPER BLOCK INSERT - NEIGHBORHOOD PARKS

EXISTING CONDITIONS

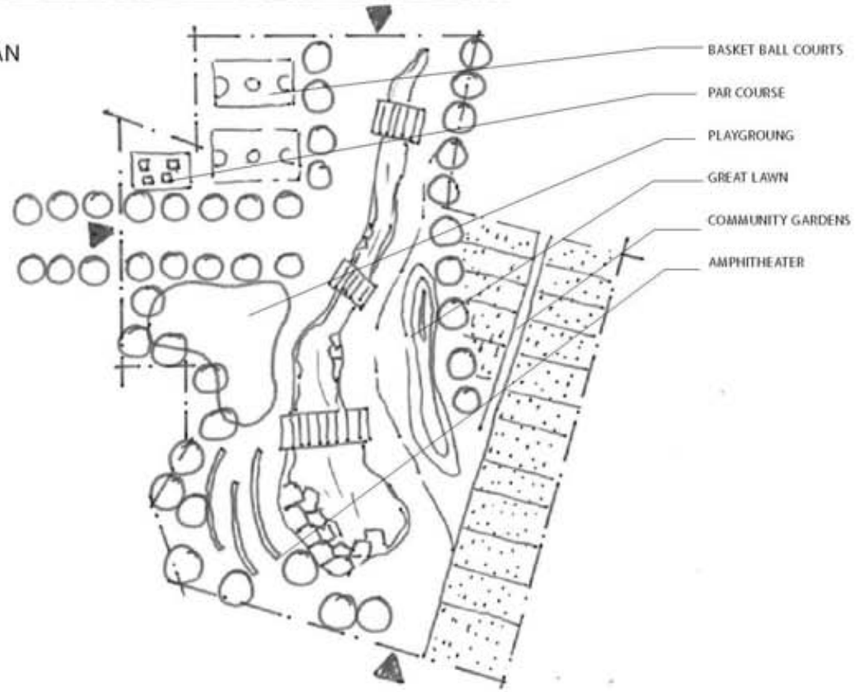
RECOMMENDATIONS

EDUCATION
STORMWATER TREATMENT
COMMUNITY GARDENS
ACTIVE RECREATION
PASSIVE RECREATION
CULTURAL EVENT SPACE
RESTORATION
STREAM DAYLIGHTING

MANAGEMENT/MAINTENANCE

PARKS DEPARTEMENT

CONCEPT PLAN



	OBREGON	SALAZAR	BELVEDERE	ATLANTIC
SWIMMING POOL	X	X	X	X
BASEBALL FIELD	X	X (2)	X	
BBQ	X	X	X	X
GYMNASIUM	X	X	X	
PICNIC AREA	X	X	X	
RECREATION ROOM	X	X	X	
CHILDREN PLAYGROUND	X	X	X	X
TENNIS COURT		X	X	
OUTDOOR BASKETBALL		X	X (2)	
AMPHITHEATER			X	
FISHING LAKE			X	
SKATE PARK			X	

PASSIVE RECREATION

ACTIVE RECREATION

PLAYGROUND

ENVIRONMENTAL EDUCATION

AMPHITHEATER

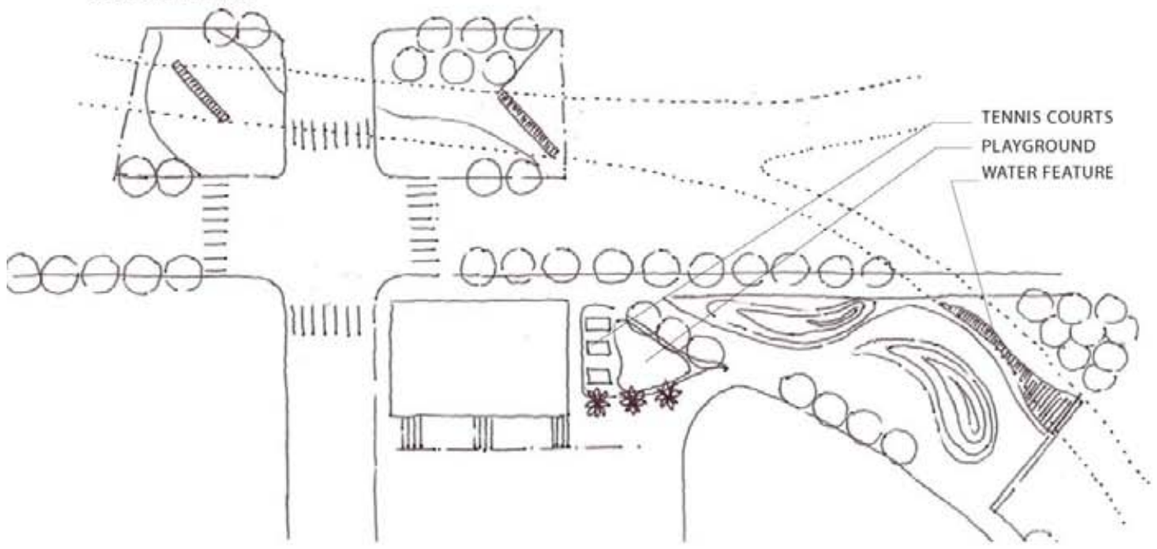
COMMUNITY GARDEN

The community's open spaces and landscaped areas can be broken down into open space typologies

3 - FREEWAY LEFT OVER SPACE & KEY VACANT LOT -
CIVIC AND RECREATION SPACES

EXISTING CONDITIONS

CONCEPT PLAN



DOG PARK

ACTIVE RECREATION

CULTURAL EVENT SPACE

CREATING PLAZA

ART AND LIGHT

COMMUNITY HERITAGE AND ART

WATER AS A NOISE CONTROL ELEMENT

SKATE PARK

The community's open spaces and landscaped areas can be broken down into open space typologies

4- SCHOOLS

SCHOOL JOINT USE & SUSTAINABLE DESIGN

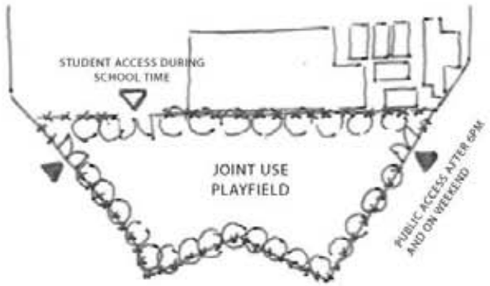
A - SCHOOL JOINT USE

EXISTING CONDITIONS

CONCEPT PLAN

RECOMMENDATIONS

FIELDS OPEN TO COMMUNITY
ACTIVE RECREATION
CLASSES
SPORTS TRAINING
STORMWATER TREATMENT



B - SUSTAINABLE SCHOOL DESIGN

A CASE STUDY : HOLLENBECK MIDDLE SCHOOL

EXISTING CONDITIONS

CONCEPT PLAN

SOCCER GAME

SOCCER TEAM TRAINING

BASE BALL PRACTICE

ADULT RECREATION

OUTDOOR CLASSROOM

AMPHITHEATER

SHADED PLAYGROUND

JOGGING PATH

The community's open spaces and landscaped areas can be broken down into open space typologies

5- STREETS - GREEN STREETS

EXISTING CONDITIONS

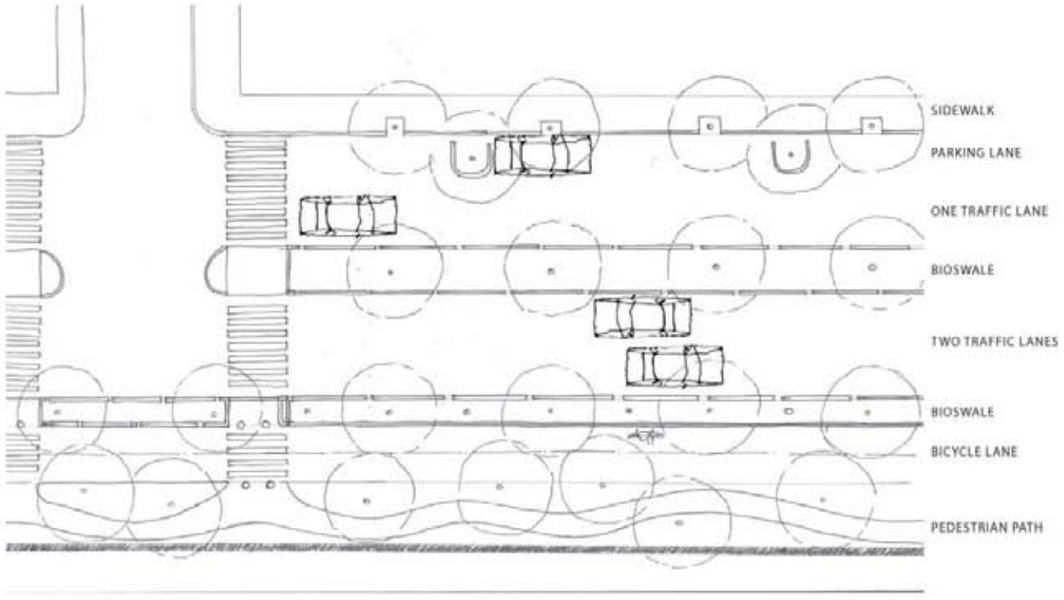
RECOMMENDATIONS

MATURE TREE CANOPY
PERMEABLE PAVING IN PARKING LANES
STORMWATER TREATMENT
TRAFFIC CALMING
PEDESTRIAN ORIENTED
NATIVE AND DROUGHT TOLERANT PLANT MATERIAL

RECOMMENDATIONS

MATURE TREE CANOPY - FRONT YARD TREE PROGRAM
PERMEABLE PAVING IN PARKING LANES
STORMWATER TREATMENT
TRAFFIC CALMING
PEDESTRIAN ORIENTED
NATIVE AND DROUGHT TOLERANT PLANT MATERIAL

CONCEPT PLAN



BICYCLE AND JOGGING PATH

PEDESTRIAN ENHANCED EXPERIENCE

BIOSWALE

SHADED EDGES

PAR COURSE

STREET CORNER BEAUTIFICATION

STREET TREE PROGRAM

SAFETY CROSSING

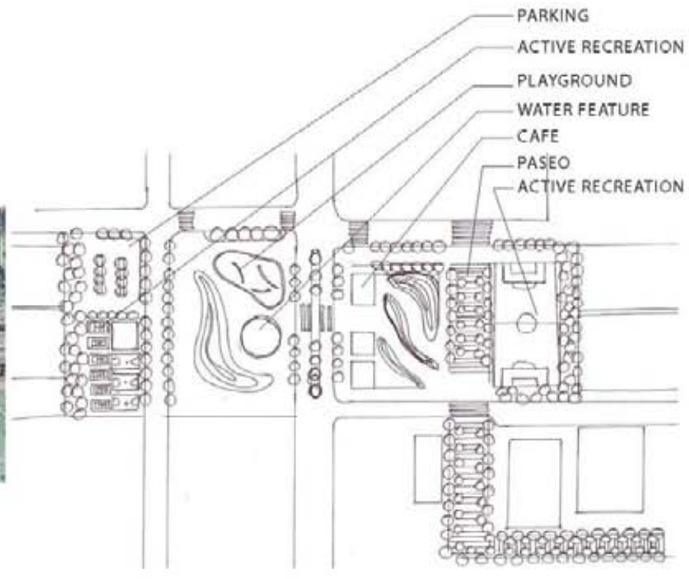
The community's open spaces and landscaped areas can be broken down into open space typologies

6 - CASCADES, ALLEYS & PEDESTRIAN CROSSING

NEIGHBORHOOD CONNECTIONS

EXISTING CONDITIONS

CONCEPT PLAN



RECOMMENDATIONS

PERMEABLE PAVING
STORMWATER TREATMENT
DARK SKY LIGHTS
PEDESTRIAN ORIENTED
NATIVE AND DROUGHT TOLERANT PLANT MATERIAL

JOGGING

PUBLIC ART BIRDGE

CELEBRATING THE LOCAL CULTURE

BELVEDERE - PLAZA

EROSION CONTROL

LAND BRIDGE

SAFE AND CONFORTABLE BRIDGES

SAFE AND OPEN STAIRCASE

The community's open spaces and landscaped areas can be broken down into open space typologies

7 - FREEWAY

URBAN FORESTRY

EXISTING CONDITIONS

CONCEPT PLAN

TOP 10 BENEFITS OF TREES

1-TREES COMBAT THE GREENHOUSE EFFECT
GLOBAL WARMING IS THE RESULT OF EXCESS GREENHOUSE GASES, CREATED BY BURNING FOSSIL FUELS AND DESTROYING TROPICAL RAINFORESTS. HEAT FROM THE SUN, REFLECTED BACK FROM THE EARTH, IS TRAPPED IN THIS THICKENING LAYER OF GASES, CAUSING GLOBAL TEMPERATURES TO RISE. CARBON DIOXIDE (CO_2) IS A MAJOR GREENHOUSE GAS. TREES ABSORB CO_2, REMOVING AND STORING THE CARBON WHILE RELEASING THE OXYGEN BACK INTO THE AIR. IN ONE YEAR, AN ACRE OF MATURE TREES ABSORBS THE AMOUNT OF CO_2 PRODUCED WHEN YOU DRIVE YOUR CAR 26,000 MILES.

2- TREES CLEAN THE AIR
TREES ABSORB ODORS AND POLLUTANT GASES (NITROGEN OXIDES, AMMONIA, SULFUR DIOXIDE AND OZONE) AND FILTER PARTICULATES OUT OF THE AIR BY TRAPPING THEM ON THEIR LEAVES AND BARK.

3- TREES PROVIDE OXYGEN
IN ONE YEAR AN ACRE OF MATURE TREES CAN PROVIDE ENOUGH OXYGEN FOR 18 PEOPLE.

4- TREES COOL THE STREETS AND THE CITY
AVERAGE TEMPERATURES IN LOS ANGELES HAVE RISEN 6°F IN THE LAST 50 YEARS AS TREE COVERAGE HAS DECLINED AND THE NUMBER OF HEAT-ABSORBING ROADS AND BUILDINGS HAS INCREASED. TREES COOL THE CITY BY UP TO 10°F, BY SHADING OUR HOMES AND STREETS, BREAKING UP URBAN "HEAT ISLANDS" AND RELEASING WATER VAPOR INTO THE AIR THROUGH THEIR LEAVES.

5- TREES CONSERVE ENERGY
THREE TREES PLACED STRATEGICALLY AROUND A SINGLE-FAMILY HOME CAN CUT SUMMER AIR CONDITIONING NEEDS BY UP TO 50 PERCENT. BY REDUCING THE ENERGY DEMAND FOR COOLING OUR HOUSES, WE REDUCE CARBON DIOXIDE AND OTHER POLLUTION EMISSIONS FROM POWER PLANTS.

6- TREES HELP PREVENT WATER POLLUTION
TREES REDUCE RUNOFF BY BREAKING RAINFALL THUS ALLOWING THE WATER TO FLOW DOWN THE TRUNK AND INTO THE EARTH BELOW THE TREE. THIS PREVENTS STORMWATER FROM CARRYING POLLUTANTS TO THE OCEAN. WHEN MULCHED, TREES ACT LIKE A SPONGE THAT FILTERS THIS WATER NATURALLY AND USES TO RECHARGE GROUNDWATER SUPPLIES.

7- TREES HELP PREVENT SOIL EROSION
ON HILLSIDES OR STREAM SLOPES, TREES SLOW RUNOFF AND HOLD SOIL IN PLACE.

8- TREES MARK THE SEASONS
IS IT WINTER, SPRING, SUMMER OR FALL? LOOK AT THE TREES.

9- TREES AS LANDMARKS CAN GIVE A NEIGHBORHOOD A NEW IDENTITY AND ENCOURAGE CIVIC PRIDE.

10- TREES PROVIDE A CANOPY AND HABITAT FOR WILDLIFE
SYCAMORE AND OAK ARE AMONG THE MANY URBAN SPECIES THAT PROVIDE EXCELLENT URBAN HOMES FOR BIRDS, BEES, POSSUMS AND SQUIRRELS.

TREES & SHRUBS RECOMMENDATIONS

ACCACIA REDOLENS

FRAXINUS UHDEI

BACCHARIS PILULARIS 'TWIN PEAKS'

GREVILLEA ROBUSTA

PINUS CANARIENSIS

CEANOTHUS GRISEUS HORIZONTALIS

RHUS OVATA

COTONEASTER

SCHINUS MOLLE

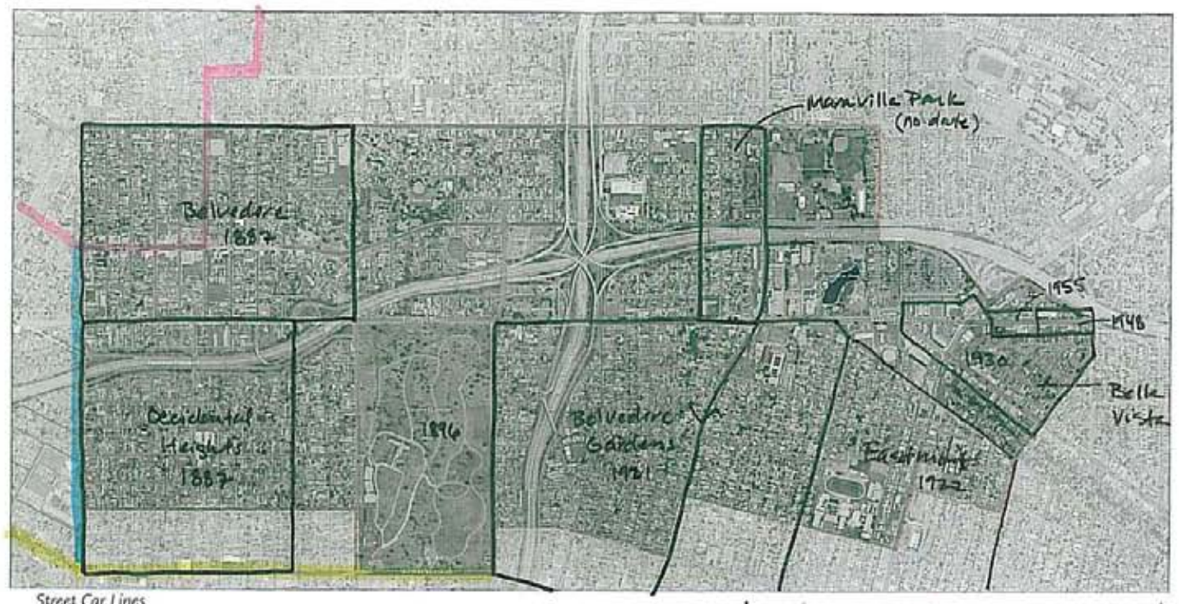
UMBELLULARIA CALIFORNICA

TOYON

The community's open spaces and landscaped areas can be broken down into open space typologies

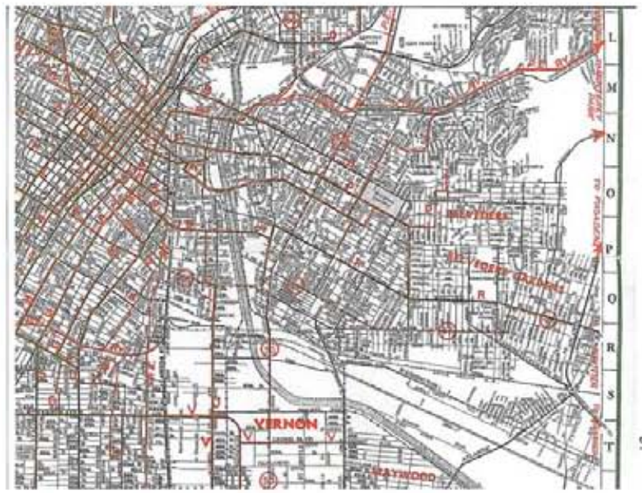
HOUSING

Historic Subdivisions and Street Car Overlay

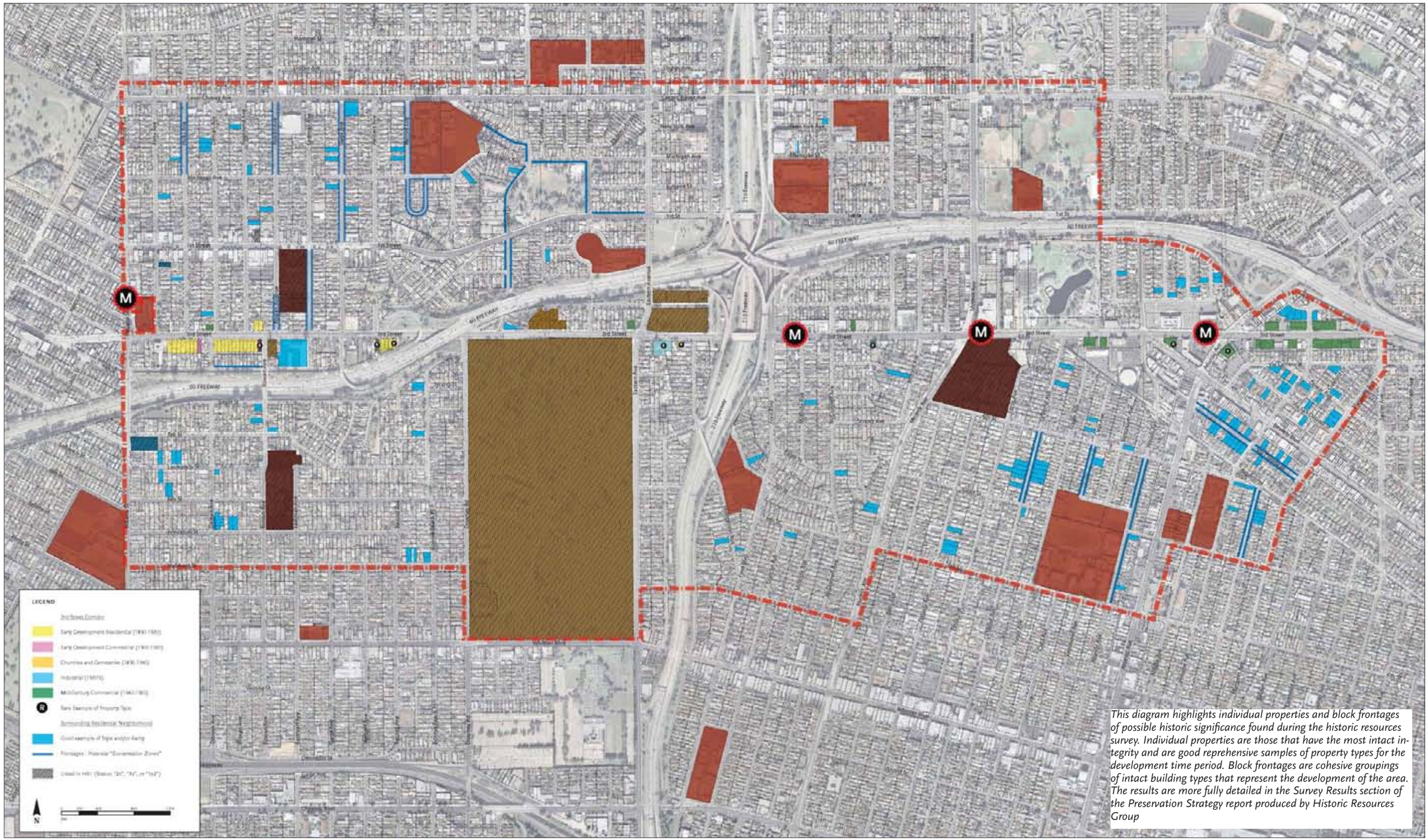


Locations and dates of major subdivisions

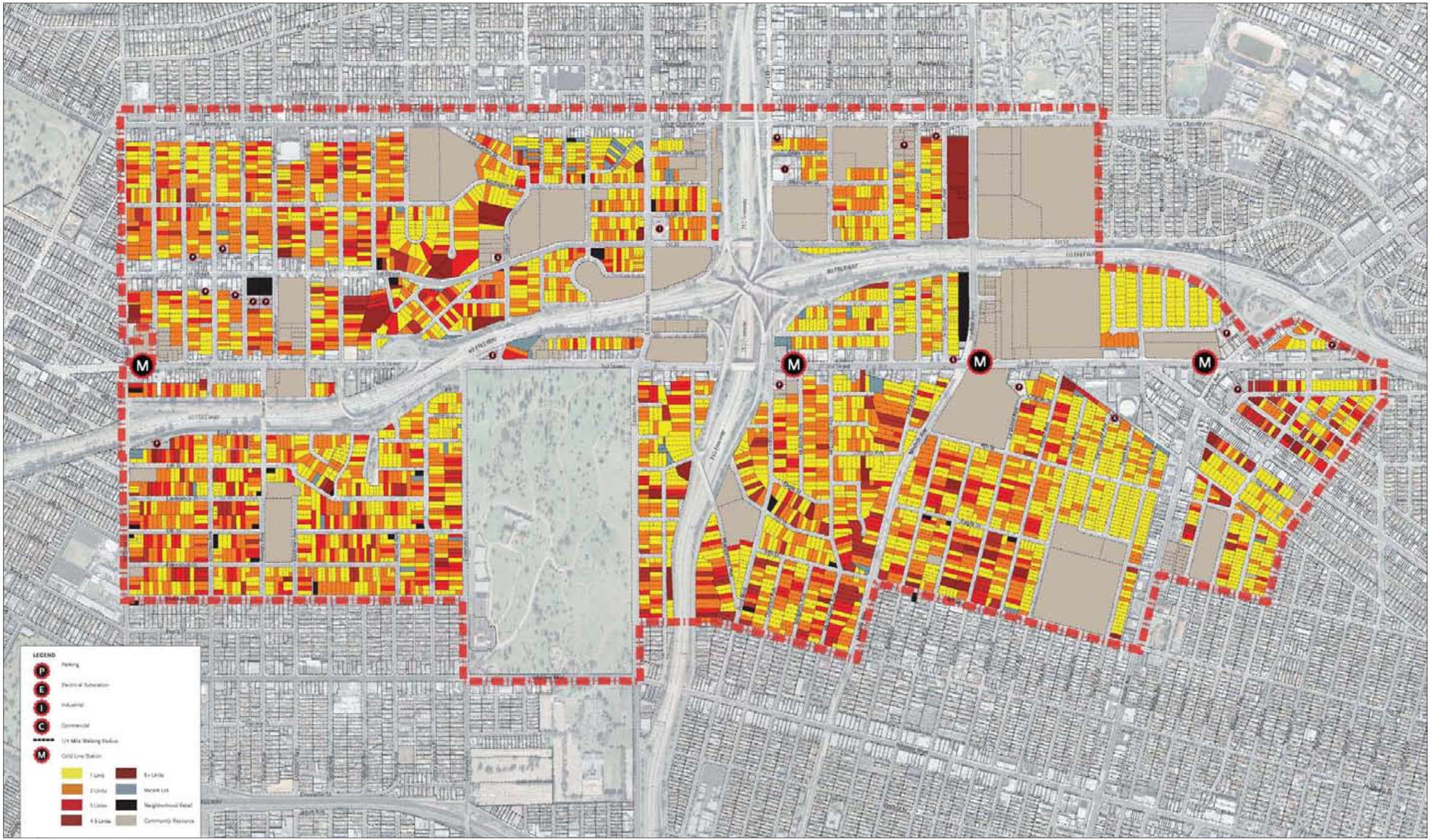
Source: Historic Resources Group



Street Car and Bus Line Map - 1938



This diagram highlights individual properties and block frontages of possible historic significance found during the historic resources survey. Individual properties are those that have the most intact integrity and are good reprehensive samples of property types for the development time period. Block frontages are cohesive groupings of intact building types that represent the development of the area. The results are more fully detailed in the Survey Results section of the Preservation Strategy report produced by Historic Resources Group

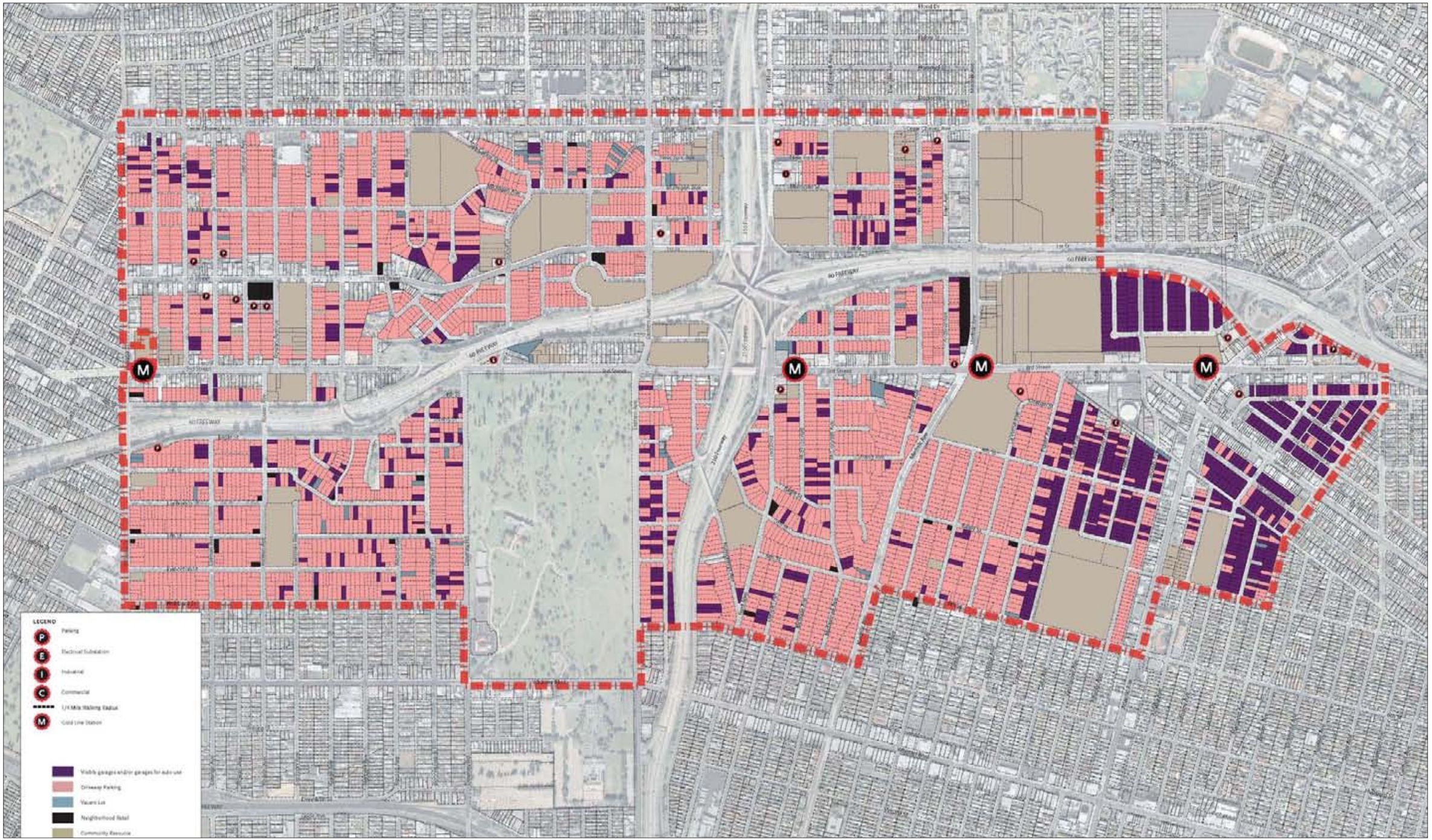


N

0 500 1000 2000
feet

EXISTING DWELLINGS PER LOT

CONCENTRATION OF 4+ DWELLINGS PER LOT WITH EXISTING R1 & R2 ZONING OVERLAY



N

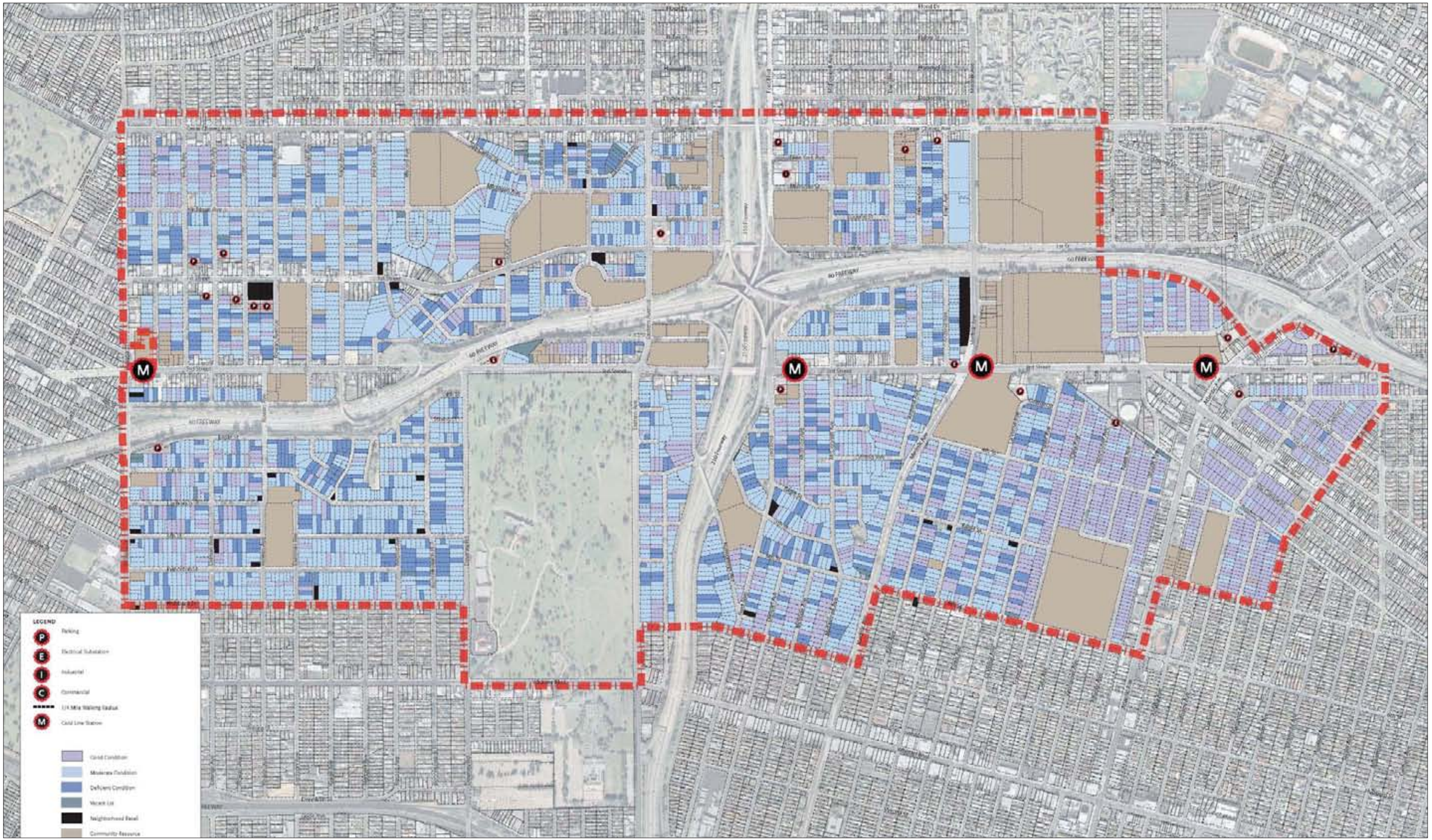
0 500 1000 2000
feet

EXISTING NEIGHBORHOOD PARKING CONDITIONS

N

0 500 1000 2000
feet

EXISTING TOPOGRAPHY



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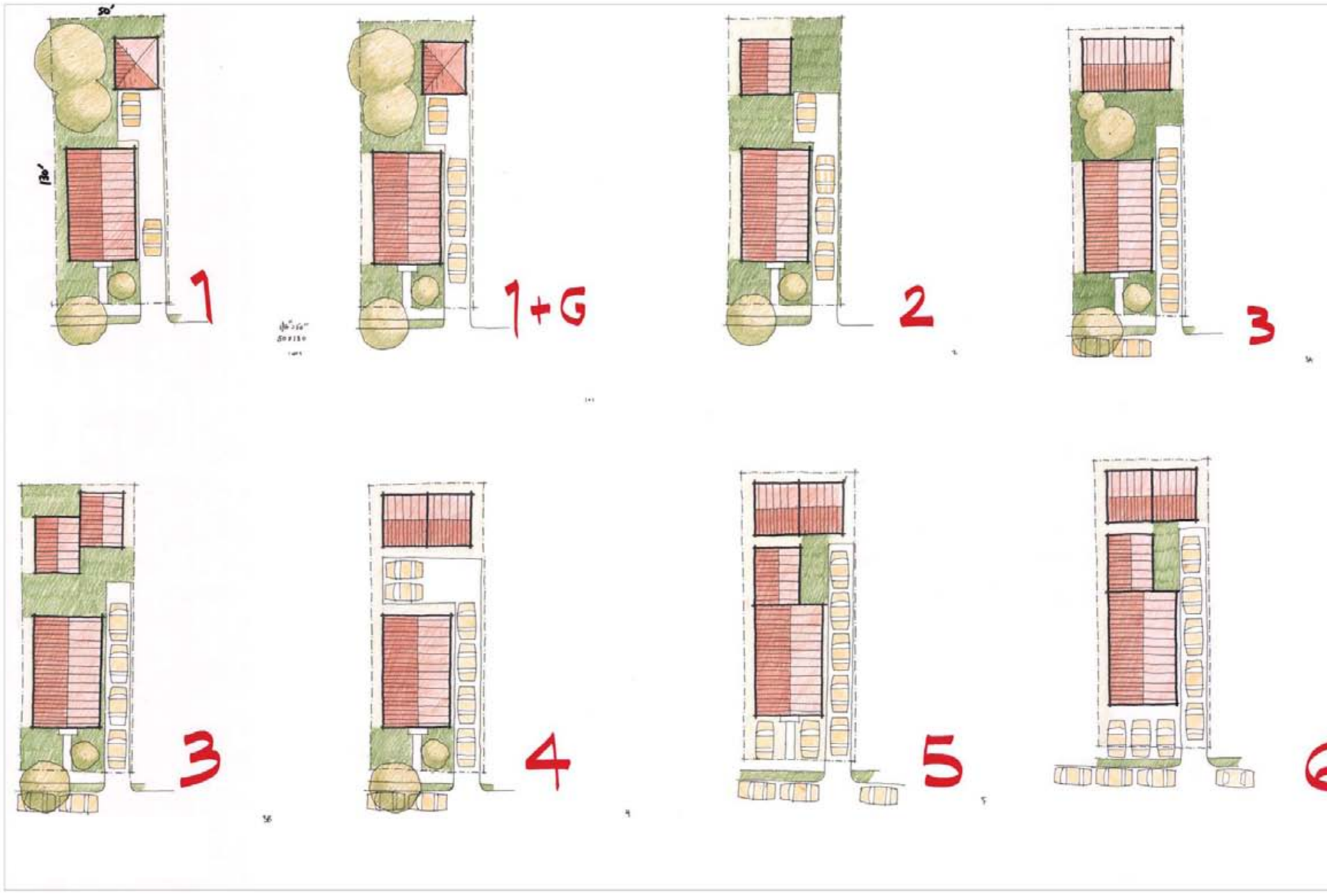
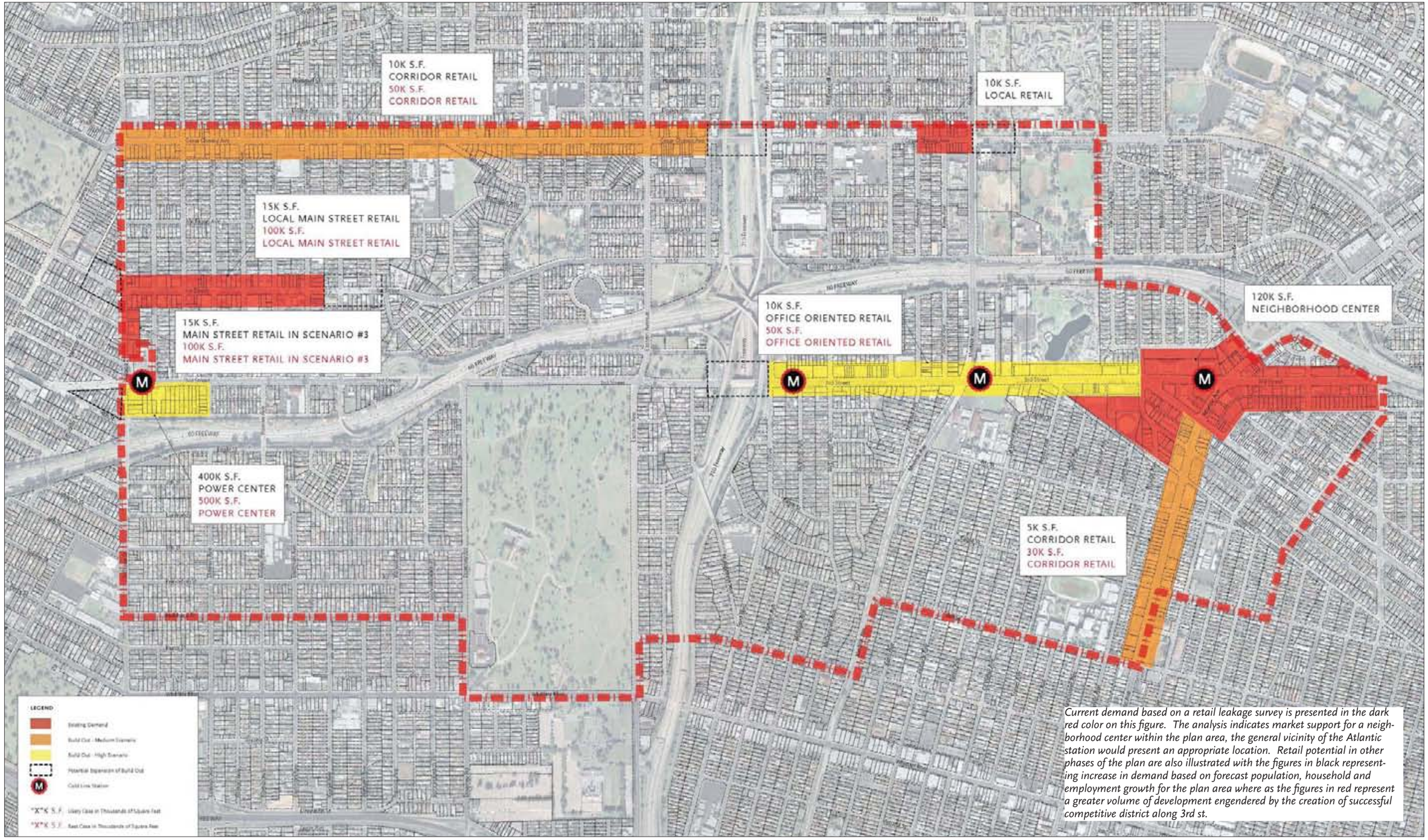
feet



FISCAL/ECONOMICS



Current demand based on a retail leakage survey is presented in the dark red color on this figure. The analysis indicates market support for a neighborhood center within the plan area, the general vicinity of the Atlantic station would present an appropriate location. Retail potential in other phases of the plan are also illustrated with the figures in black representing increase in demand based on forecast population, household and employment growth for the plan area where as the figures in red represent a greater volume of development engendered by the creation of successful competitive district along 3rd st.

N

0 500 1000 2000
feet

RETAIL DEMAND IN PLAN AREA

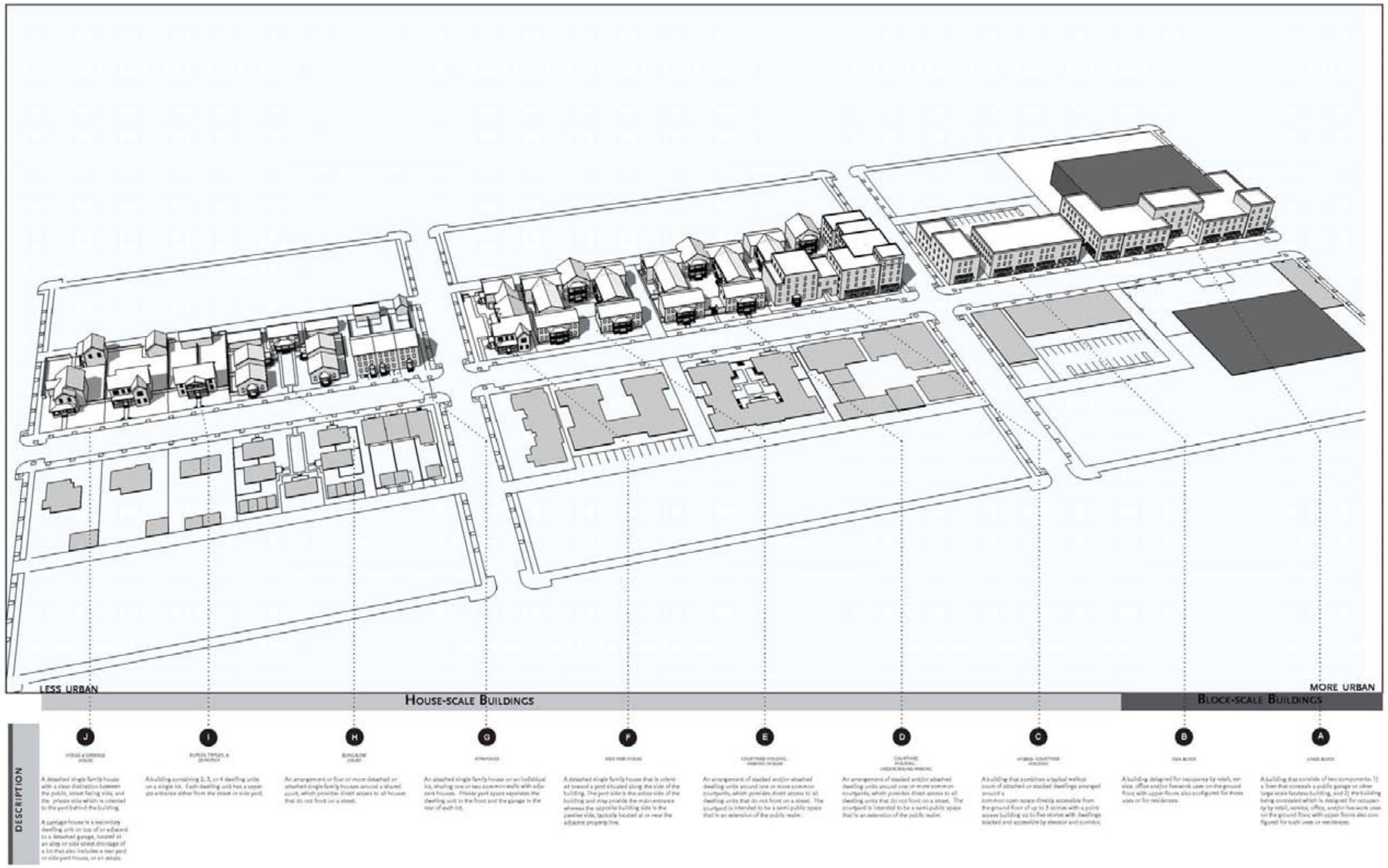
This figure illustrates the likely future location of demand for commercial office development in the plan area. The figures in black represent the level of development that is likely if the market area grows over 20 years at a rate similar to what is expected for the East Los Angeles market as a whole. The figures in red represent an aggressive level of development that could potentially be achieved if the Plan Area develops at a significantly greater rate that the surrounding area due to the transit oriented development strategy.

N

0 500 1000 2000

feet

THE CODE



CIVIL INFRASTRUCTURE

Water quality and low impact development (LID) opportunities within the project area are presented. Water treatment methods and representative locations for application are noted.

P:\Projects\1043\01\Eng\Graphics\Water Quality Exhibit

Third Street Corridor TOD Specific Plan

Water Quality / LID Opportunities Exhibit

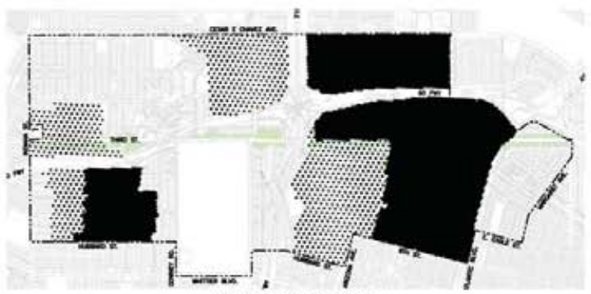
N

Date: 8/26/09
Scale: NTS

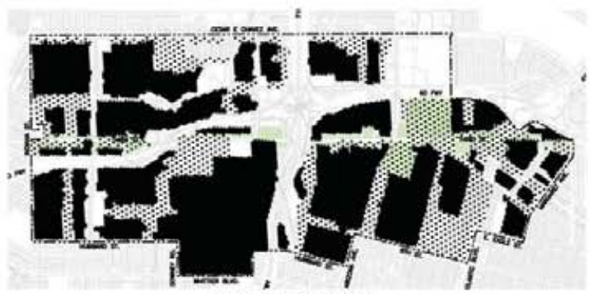
FUSCOE ENGINEERING

NOTE: THE INFORMATION HEREON IS A GRAPHIC REPRESENTATION OF THE EXISTING UTILITY SYSTEM. REFER TO AS-BUILT DRAWINGS FOR ADDITIONAL INFORMATION.

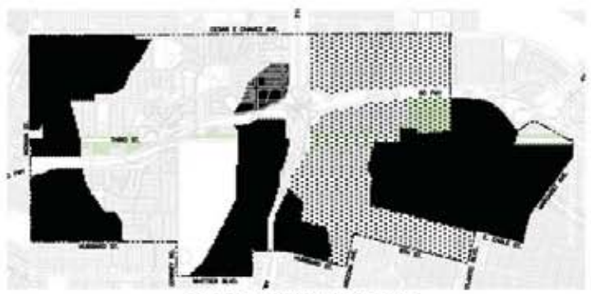
A graphic representation of available service capacities for existing sewer, water and storm drain systems. Deficiencies are represented by the density of the hatch pattern (darkest being most deficient, lightest being least deficient).



SEWER SERVICE
NOT TO SCALE

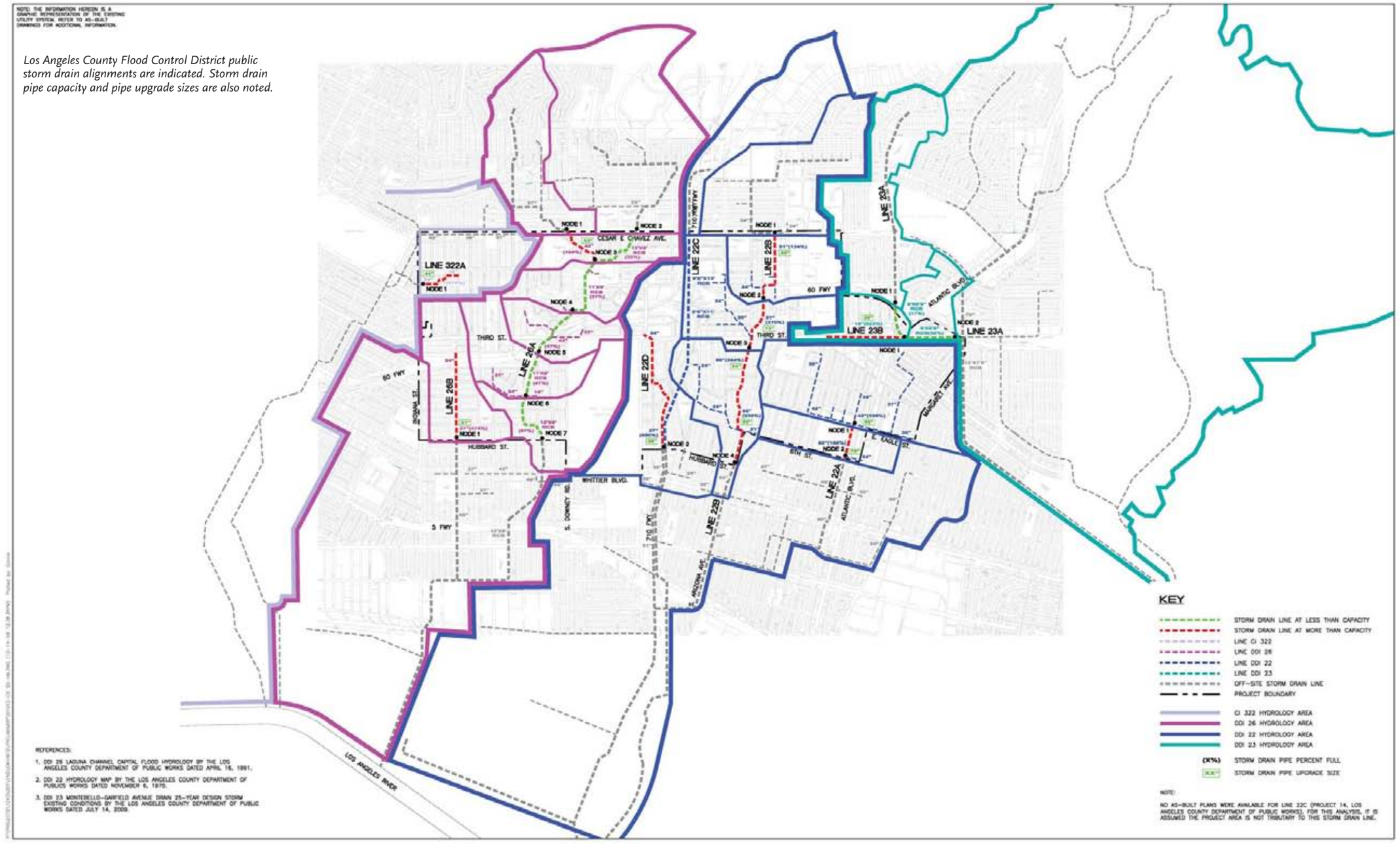


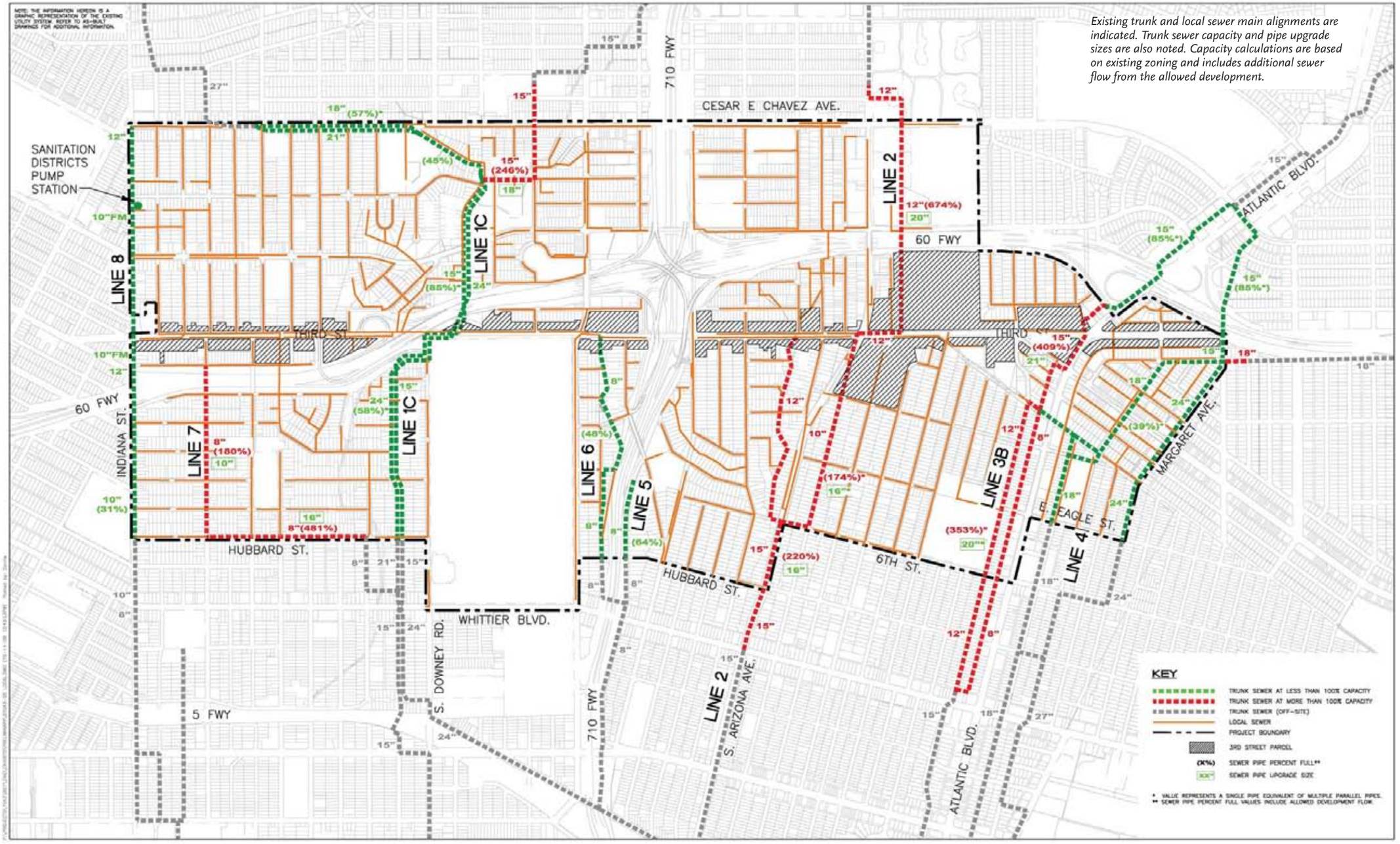
WATER SERVICE
NOT TO SCALE



STORM DRAIN SERVICE
NOT TO SCALE

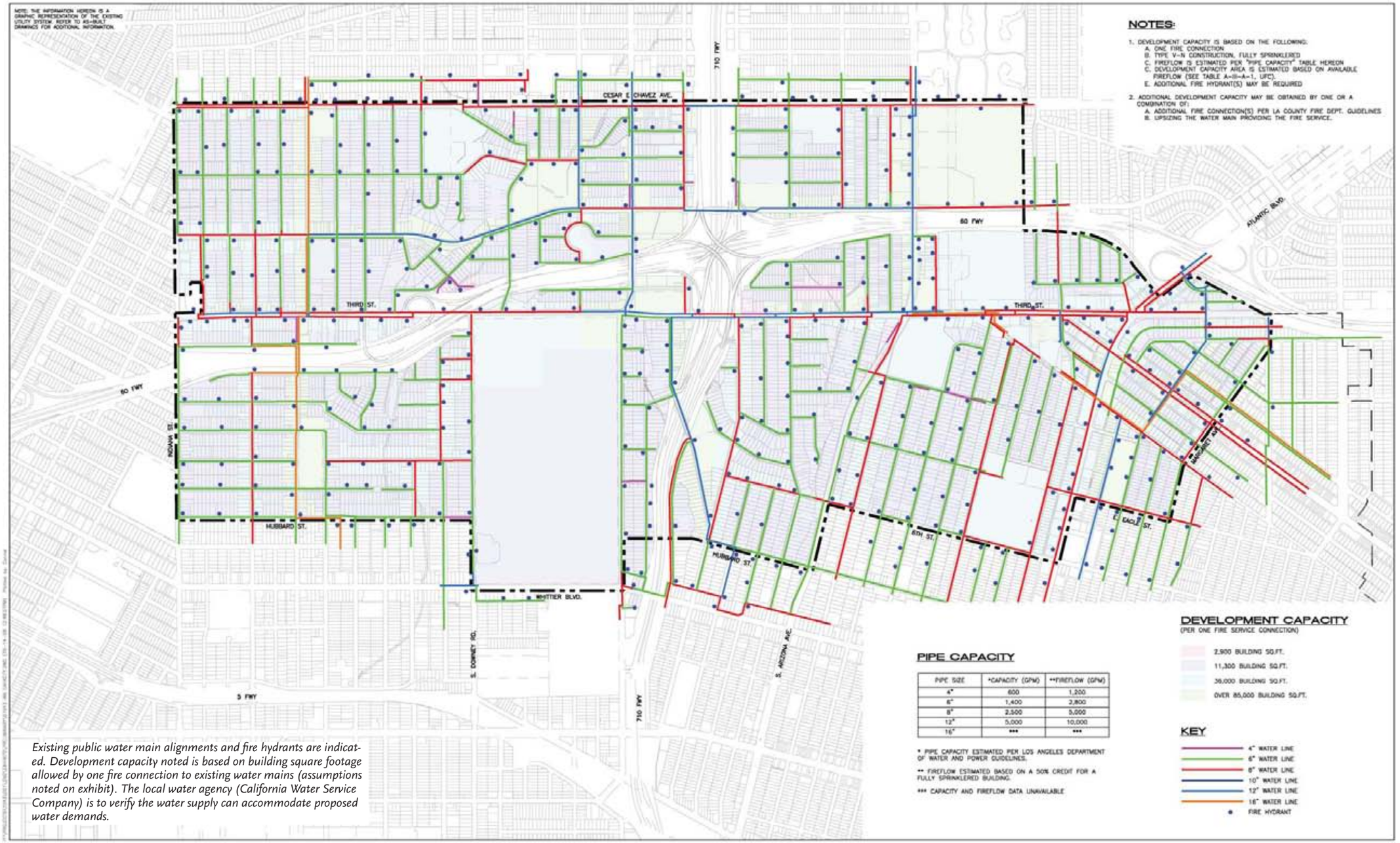
Los Angeles County Flood Control District public storm drain alignments are indicated. Storm drain pipe capacity and pipe upgrade sizes are also noted.





Existing trunk and local sewer main alignments are indicated. Trunk sewer capacity and pipe upgrade sizes are also noted. Capacity calculations are based on existing zoning and includes additional sewer flow from the allowed development.

EXISTING TRUNK AND LOCAL SEWER SYSTEM
WITH ALLOWED DEVELOPMENT



Existing public water main alignments and fire hydrants are indicated. Development capacity noted is based on building square footage allowed by one fire connection to existing water mains (assumptions noted on exhibit). The local water agency (California Water Service Company) is to verify the water supply can accommodate proposed water demands.